

911&Porsche March 2019 300th issue 911 Turbo Group Test • New 992 first drive • 993 backdates • Porsche future • 928 GTs guide ISSUE 300

911&Porsche WORLD: 300 ISSUES AND COUNTING

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ISSUE

911&Porsche

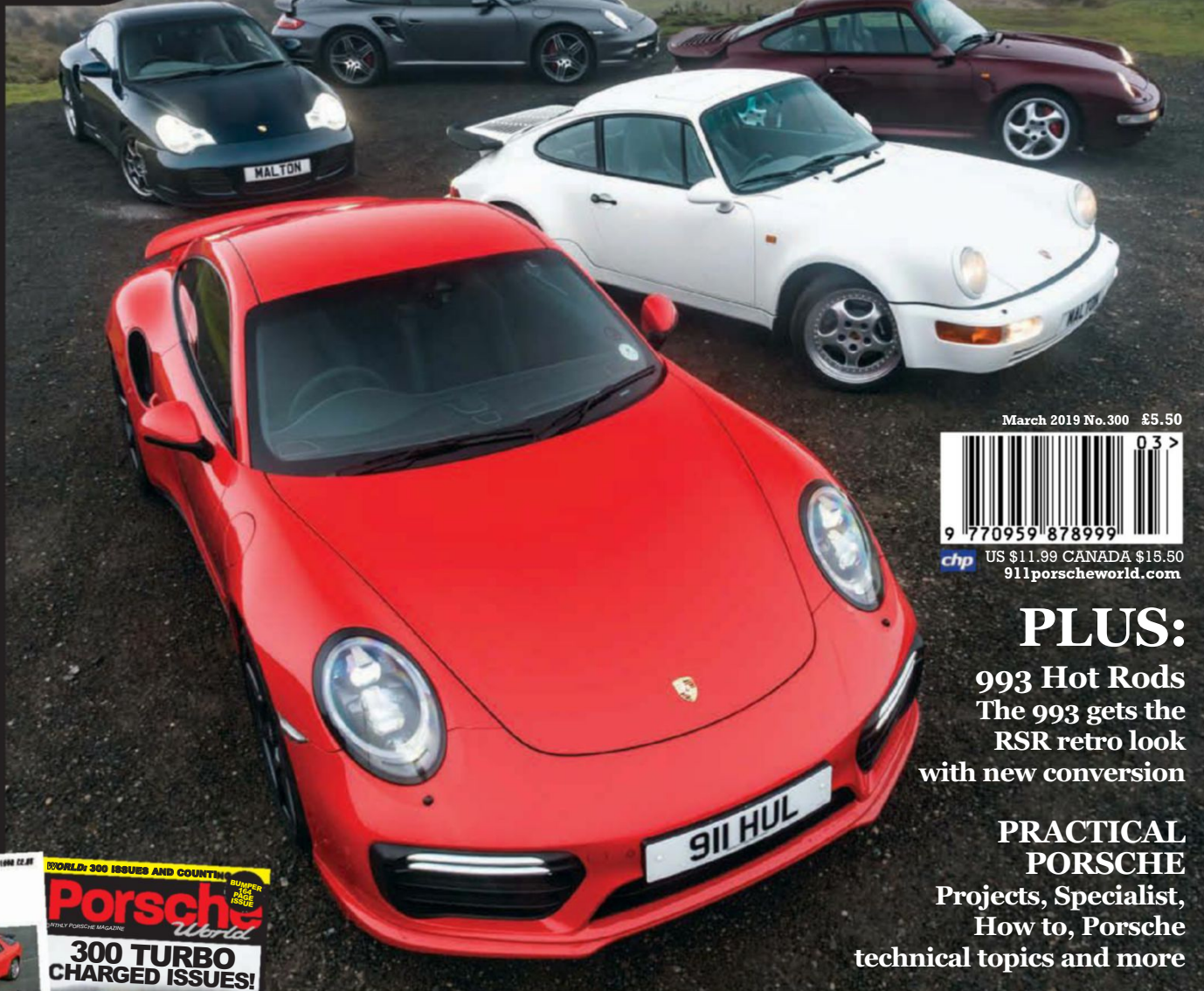
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email: sales@fvd.net



Editor: Steve Bennett
01379 668748; porscheworld@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 Harmer, Paul Knight,
Jeremy Laird, David Sutherland, Johnny Tipler

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

Accounts
Bev Brown

Administration
Sandra Househam

Subscriptions
Tel: 01778 392026
subscriptions@warnersgroup.co.uk

Managing Director
Clive Househam

Worldwide Stockists
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ROW: export.ops@seymour.co.uk

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UP FRONT

300 issues and counting. Bennett ruminates on what
makes *911&PW* the world's best-selling Porsche monthly

Not sure if you've noticed, but this is our 300th issue. We might
have mentioned it in passing on the front cover, or via a packed section
of 300th issue features. Well c'mon, who's going to blow the trumpet if
not ourselves? And clearly Porsche saw fit to launch the new 992
model 911 to coincide with this momentous occasion, which was very
decent of them.

Ah, easy to be flippant, but actually we're pretty proud of the fact that
911&PW is the world's best-selling Porsche monthly in a crowded
market. This is a Porsche enthusiast's title, produced entirely by
Porsche driving enthusiasts, and still under the same independent
ownership, which in the publishing business is an achievement in itself.

“ We're proud of the fact that
911&PW is the world's best
selling Porsche monthly ”

I've said it elsewhere in this issue, but it bears repeating: we're all
in this Porsche game together, for the thrill of driving and owning a
Porsche, and the shared experiences that come with it. Sure, there's
the occasional pain that comes with that, too, but we commiserate
and carry on.

We understand the lure of the project, the next modification, the full
restoration, the essential, if financially crippling, repair. Like you, we
don't own a Porsche because we want to show-off or make a
statement. We own a Porsche for the history, the engineering, the
Porsche DNA that comes with every model. Once a Porsche driver
always a Porsche driver, because they get under your skin.

Enjoy the issue and we'll keep bringing you the eclectic mix of all
things Porsche that *911&PW* is renowned for.

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ALL THE PORSCHE NEWS AND VIEWS

NEWS

Cayman GT4 racer, gets 425bhp, aspirated, flat-six *
New Cayman and Boxster 718 T models announced *
“Mr 911” August Achtleitner bows out * Macan gets
new V6 * \$200,000 944 Turbo



PORSCHE UNLEASHES 718 GT4 RACER

Competition car retains atmospheric flat six and is joined by a new Trackday special

At last, Porsche has revealed its follow up to the smash-hit 981 Cayman GT4. At least, the new competition variant of the 718 Cayman GT4 has been revealed at Daytona International Speedway in Florida. With 425hp, the 718 GT4 Clubsport is a significant step up on the 385hp 981-based GT4 Clubsport. However, it's not clear if the road-legal follow up to this new 718 racer will offer precisely the same engine specification.

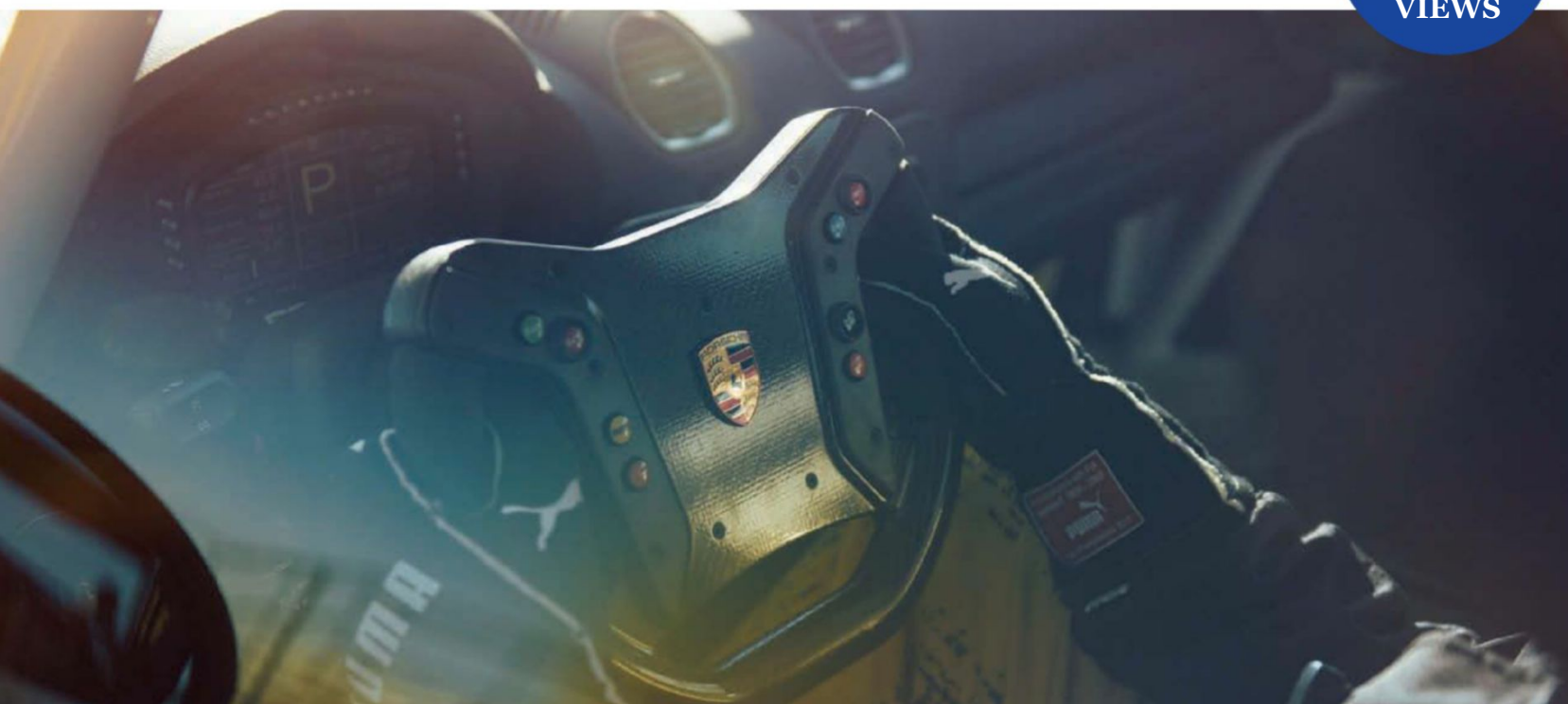
That's in part because the road car will

require a gasoline particulate filter to achieve compliance with the new WLTP emissions regime that now prevails within the EU and several other global markets. The potential impact of the filter on engine outputs is currently unknown outside of Porsche. While the wait continues for confirmation of the road going 718 GT4, therefore, the race car provides lots of juicy details.

Most significant of all is that the engine is essentially a tweaked version of the 3.8-litre atmospheric flat six found in the original GT4. In other words, the 718 GT4 Clubsport

is not powered by the turbo flat-four motor found in other 718 models. For the revised engine, Porsche has raided the parts bin. But what a parts bin that is. The inlet cams and valve springs are upgraded to X51 specification. That's the Powerkit engine found in the 991.1 GTS. To that Porsche has added the throttle body and inlet manifold from the mighty new 500hp 4.0-litre 911 GT3.

The overall upshot is that 425hp peak power figure. Peak torque is only up by a few digits to 313lb ft. However, that torque is



New Cayman GT4 racer gets a 3.8-litre 425bhp normally aspirated, flat-six, created from Porsche's engine parts bin of goodies. Whether the road going version will offer the same is not known. A Trackday version will also be available

now delivered at 6600rpm. The 981 GT4 produced peak torque from 4750rpm. What's more, while the 981 GT4 produced its peak power at 7400rpm, output was essentially flat from as much as 1000rpm below that peak. Thus, the new GT4's engine promises to be a racier, revvier affair that's arguably more in keeping with Porsche's GT heritage than the relatively torquey, muscle-car character of the 981 model's engine.

What else can we tell you about the 718 Cayman GT4 Clubsport? For starters, it gets the full 718-style body update with a GT-car twist. The doors and rear wing are made from a new natural fibre composite composed primarily of flax. It's said to be more sustainable than carbon fibre but only slightly heavier. The car's aero has been heavily revised over the 981 model, too. Highlights include a new rear diffuser

that looks likely to be functional rather than merely cosmetic, along with so-called swan-neck supports for the newly profiled rear wing.

Chassis wise, the updates are less dramatic. The front axle is again taken from the 911 GT3 Cup while the rear retains MacPherson struts in contrast to the 911's more sophisticated multi-link axle. That said, the new car is fitted with three-way adjustable dampers. Other details include infinitely adjustable brake balance, an integrated air-jack system for super fast pit stops and a quick-release racing steering wheel adopted from the 911 GT3 R. The racing brake system features steel brake discs all round measuring 380mm, with six-piston calipers up front and four-piston items in the rear. All told, the car weighs in at 1320 kg with a welded-in safety cage, racing bucket seat and six-point harness. That's

20kg up on the 981 GT4 Clubsport, if you were wondering.

Alongside the GT4 Clubsport, Porsche also announced a new Trackday variant of the GT4. That car will come with its own more forgiving ABS, stability control and track control system tuning and is not homologated for competition use. Instead, the Trackday option is intended for enthusiasts and collectors to enjoy on closed courses but not actually in races. It also omits the competition car's adjustable dampers in favour of fixed-rate items. Porsche says it sold 421 units of the 981 GT4. Seven race teams took delivery of their cars at the Daytona event so the new model looks likely to build on that success. UK pricing of the race homologated 718 GT4 Clubsport is £130,300 plus VAT. Porsche says the Trackday variant is not being offered for sale in the UK.



718 T REVEALED

Porsche applies its minimalist Touring package to the 718 twins

Following the success of the recent 911 T, Porsche has given its 718 mid-engine twins the “T is for Touring” treatment. According to Porsche, this means applying the “puristic design of the 1968 911 T” to its modern, mid-engine twins. In practice, the new T models are based on the entry-level 718’s 2.0-litre engine. The T develops the same 300hp as the base 718. It’s also worth noting that the T achieves that figure while fitted with a gasoline particulate filter in order to comply with the new WLTP emissions regime.

Porsche is offering both the Boxster and Cayman variants with a six-speed manual gearbox and Porsche Torque Vectoring (PTV), including mechanical rear axle differential locking. Porsche’s dual-clutch transmission (PDK) is also available as an option. Unlike the 911 T, however, the manual 718 T does not offer shorter gearing than the standard model.

Elsewhere, the T models are distinguished by an extensive equipment package, which includes 20-inch alloy wheels and the PASM sports chassis

lowered by 20 millimetres. Note that chassis option is being offered in combination with the 2.0-litre turbocharged engine for the first time. Next up is a shortened gearshift, upon which the gears are emblazoned in red, and the Sport Chrono package.

Inside, the 718 T is distinguished courtesy of a 360mm GT sports steering wheel with Mode switch, “Boxster T” or “Cayman T” logos on the black instrument dials, glossy black instrument panel and central console trims and “Boxster T” or “Cayman T” logos on the door entry strips. Sports seats with electric adjustment, black Sport-Tex centre sections and the “718” logo embroidered on the headrests are also part of the mix.

Outside, the T gets 20-inch alloy wheels painted in titanium grey, Agate grey mirror shells with “718 Boxster T” or “718 Cayman T” logos on the sides, and black chrome-plated twin tailpipes. In terms of exterior colours, buyers can choose from black, Indian Red, Racing Yellow, Carrara White, Deep Black and GT Silver metallic colours. Porsche is also offering Lava Orange and Miami Blue as special colours.

As with the recent 911 T based on the second generation Type-991 911, the 718 T has a few weight saving measures. This time around, however, they’re even more limited and extend to fabric interior door pulls and Porsche Communication Management (PCM) module delete. Together, Porsche says those features offset the increase in weight from the addition of the aforementioned particulate filter. However, thanks to the 718 T’s standard equipment in other areas, it’s actually slightly heavier than the base model. For instance, the Cayman T weighs in at 1350kg DIN. The standard Cayman is 1335kg. The 718 Boxster T is likewise 15kg heavier than the base car.

In that context and given the T doesn’t produce any additional power, it’s no surprise to find Porsche claims identical figures for the T as the base 718. UK prices start at £51,145 for the coupe and £53,006 for the roadster. Adjusted for equipment, 718 T buyers enjoy a price advantage of five to ten per cent versus a similarly equipped basic model.

Following the success of the 911 T, Porsche has rolled out a similar T ethos for the base 2-litre Cayman and Boxster

OUR TAKE

WAITING FOR THE ROAD GOING GT4...

Porsche has finally pulled the wraps off the long-awaited 718 GT4. Except, it hasn’t. The road car remains nowhere to be seen. Still, the new race car looks to be a lovely thing. Porsche seems to have directly addressed the original GT4’s main perceived failing, namely that its 3.8-litre motor lacked a little top end sparkle. By retaining the same 3.8-litre capacity and adding 40hp up top, the new motor promises to rev out rather more like a traditional Porsche GT car than the 981 model ever managed.

Of course, that’s assuming the road going 718 GT4 mirrors the specification of the race car. There’s at least one reason to think it may not and that’s the need to fit a particulate filter for the EU and other markets that adhere to the new WLTP emissions regime. Another is that Porsche’s head of GT Customer Motorsports, Matthias Scholz, told US title *Road & Track* that the Clubsport’s 3.8-litre engine won’t be going into the road car. But he conspicuously didn’t say what engine it will be getting.

If that’s one major unknown, the other involves the timing for the release of the road car. One could argue that the new GT4 is long overdue. However, Porsche’s product cycle for the 718 appears to have been decoupled from the prevailing product release regime that has existed since the 986 Boxster and Type-996 911. With the unveiling of the new Type-992 911 late last year, the normal expectation would be for a new Boxster and Cayman model based on the same platform within a year. However, all indications are that the mid-engine model’s life cycle is being extended. It won’t be replaced by a new model based on the 992 platform. Instead, Porsche is planning to replace the mid-engine model line with an all-electric model, perhaps around 2024.

If that’s correct, Porsche might be expected to push the GT4 and Spyder launch out in order to keep the existing 718 model line looking fresh and exciting. For sure, if the 718 is being asked to soldier on for several more years, there is little imperative to launch the GT4 and its closely related Boxster Spyder according to the usual schedule.





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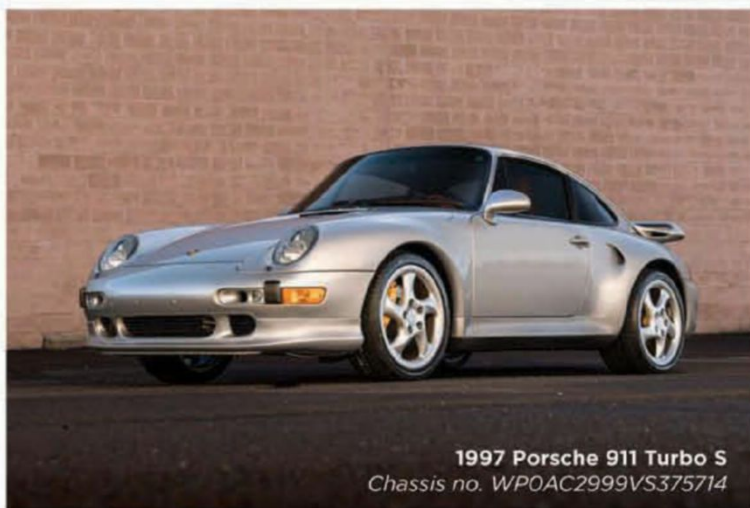
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“MR 911” IS MOVING ON

August Achleitner, the man responsible for every 911 since the 997, retires

After almost two decades at the helm, August Achleitner is handing over control of the iconic 911 and with it the 718 Boxster and Cayman twins. Achleitner started his career in 1983 working on Porsche chassis development having trained as a mechanical engineer. He then led the Technical Product Development and Vehicle Concepts and Packaging departments from 1989 to 2000, before taking over responsibility for the 911 model series in 2001. In 2016, he also took control of the 718 model line. He is replaced by Frank-Steffen Walliser, latterly head of Porsche's GT car division.

The all-new Type-992 is therefore Achleitner's final 911. But his involvement stretches back even further than the 997, which was the first new 911 launched under his overall stewardship. Indeed, Achleitner has been a student of all things automotive from a very early age. His father, a department head at BMW and responsible for vehicle concepts, frequently came home with new models from his own company or other carmakers.

This exposure to cutting edge automotive engineering in his formative years had a direct influence on his thinking for the 911. The first 911 Achleitner experienced was a 1983 911 Cabriolet. He was then living in Munich, and even now can still recall every turn he took that day: Kesselberg, Kochelsee, the back way around to Garmisch-Partenkirchen. “It was such a fantastic experience.”

But the car was also a bit of an anachronism. “Of the three Porsche types at the time, it was actually the least technologically advanced,” he says. In truth, Achleitner found the G-series cabriolet a bit buttoned-down, almost old-fashioned. A car for traditionalists, the old guard. At that time the 911 also lacked ABS, a conspicuous omission for Achleitner.

Achleitner's most significant early work, then, was contributing to the modernisation of the latter air-cooled 911 models. Achleitner and his colleagues set about optimising the 911, first with the 964 and then the 993. The 993 involved significant chassis input from Achleitner based on completely new insights and methods of calculation. “The 993 was a big step compared to the generations that preceded it,” recalls Achleitner. Surprisingly, it was arguably Porsche's darkest days in 1991 and 1992 that he remembers as being most exciting. Porsche was in a state of crisis at that time. The mood was apocalyptic. “The team experienced a jolt,” he says with no little understatement.

By the time the Type-996 was being developed, Achleitner was in fact head of the vehicle design process. “We settled on the wheelbase of the 996 over coffee on a Sunday afternoon,” he remembers. In the end, they decided to add eight centimetres to the outgoing 993's wheelbase. For the 997, Achleitner had been made overall head of the 911 line and became familiar with the entire development cycle for the first time.

“You're working underground, in secrecy, confidentially, for more or less four years. And then you go to the public and you get feedback for almost half a decade's worth of work in one fell swoop,” Achleitner also reveals he feels “enormous tension” because “some decisions are made from the gut.” It's all the more pleasing, therefore, when feedback from customers and press alike is positive.

Overall, Achleitner's approach has been to embrace the best technology but also to retain the 911's core concept. “The 911, after all, is irreplaceable,” he says. You can see this mindset made manifest in the new Type-992's Advanced Cockpit driver's instruments. That entails an entirely traditional analogue tachometer in the centre, flanked by high-definition LCD displays. The best of ancient and modern working in seamless, effortless unison, then.

As for Achleitner's aforementioned replacement, Walliser earned his stripes dealing with difficult development tasks when he was overall project manager for the 918 Spyder super sports car from 2010. He then took on responsibility for Porsche Motorsport in 2014, as well as becoming Head of Development for the GT road vehicles based on the 911 series, a role he will retain even after taking control of the 911 and 718 sports cars.

“The integration of the GT road vehicles into the 911 and 718 model series enables us to take into account significantly earlier the special features that are necessary for our uncompromising road sports cars,” Walliser says. “It also means there will be no change to the close linking with motorsport. It's still true for our GT vehicles: they're born in Flacht.”

For the last word on Achleitner, over to Oliver Blume, Porsche's incumbent head honcho. “We thank August Achleitner for his extraordinary commitment to our company. Over the course of 18 years, he shaped the Porsche 911 more than anyone else. He understood just how to continually refine the 911, while always retaining its character,” he reckons. And so say all of us.

August Achleitner is bowing out as ‘Mr 911’ and heading for retirement. He leaves behind quite a body of work, since taking over responsibility for the 911 back in 2001

Under Achleitner, the 911 has evolved through the 997, into 991 and now 992





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Truck maker MAN is supplying Porsche with an electric truck for Taycan parts deliveries

PORSCHE ACQUIRES ELECTRIC TRUCK FOR TAYCAN SHIPMENTS

Even the parts for Porsche's electro Taycan will be delivered battery style

At a ceremony at Zuffenhausen on December 14, representatives of truck maker MAN handed over a battery electric truck to Porsche. The articulated vehicle, the first HGV in commercial service in Germany, has a payload of 18 tonnes and will be used to bring parts from Porsche's central warehousing north of Stuttgart to the Taycan production line at Zuffenhausen.

This is a round trip of 25 miles while the batteries give a range of 80 miles. An 80% recharge takes 45 minutes which can be accomplished during the driver's statutory break. MAN leases the truck to LGI, Porsche's logistics partner which in conjunction with MAN is running an intensive data logging exercise on the truck's performance with the expectation of adding more such vehicles during Q2 2019.

The association with Porsche is a major publicity coup for MAN, while Porsche is equally pleased to be seen reinforcing its green credentials. The truck maker arguably has quite an advance on the car maker. After the ceremonial handing over of the key, the lorry drove off

noiselessly while the Taycan remained immobile. This model, Porsche pointed out, was the unpowered mock up which the company has been using at shows over the last year. Indeed the door thresholds are still emblazoned 'Mission E,' but minders would not allow journalists to climb into the car.

Closer inspection reveals that cabin fittings are all plastic mock ups, though convincing at first glance. The Taycan is not expected to be in production before 2022 whereas MAN expects to have 50 more electric trucks on the road within a year with series production scheduled for 2020.

The truck though is basically a MAN 4x2 tractor with the diesel engine and gearbox replaced by an electric power pack, rather different from the ground-up design of the electric Taycan. The truck maker concedes that a specifically designed electric HGV is not likely to materialise for some time, long after electric Porsches have appeared on the roads.

MACAN S GETS NEW V6 ENGINE

Audi-sourced V6 ups Macan's ante

Porsche has updated its hot-selling Macan with a new turbocharged V6 engine. The Macan S now cranks out fully 354hp, an increase of 14hp over the previous model. That's enough to reduce the car's zero to 62mph sprint by 0.1 seconds to 5.1 seconds.

This revised model achieves all that despite the addition of gasoline particulate filters in order to comply with the latest WLTP emissions regulations. The engine is new to Porsche, but has been seen already in other VW Group products, notably several Audi models.

Using a central turbo layout, the 3.0-litre engine's single turbocharger is located in the inner vee between the cylinder banks.

The upshot is shortened exhaust gas paths between the combustion chambers and the turbocharger, ensuring more immediate responsiveness. The new twin-scroll turbocharger provides high torque at low engine speeds. With twin-scroll technology, the exhaust gas flows are continuously fed to the turbine wheel as separate streams significantly reduce any charge cycle disadvantages.

Porsche has applied a range of other detail improvements including a retuned chassis, and brakes with a more precise pressure point. The Macan S is part of the broader second-generation facelifted range and is available now from £48,750.

COVER STAR UP FOR AUCTION

Slammed Rothmans widebody 997 under hammer

Say what you like about smoking, but there's no denying that the ciggy sponsorship liveries of race cars in the '70s and '80s were simply the business, and few more so than the Rothmans livery that adorned racing and rallying Porsches from the Safari 911s to the Group C 956 and 962s, which is clearly where the inspiration for this slammed, widebody 997 came from.

Indeed, you may remember this as the cover star of the August 2018 issue of *911&PW*. Perhaps not our usual thing, but c'mon, just look at it! And now it's up for auction at the forthcoming Historics Spring Auction at Ascot Racecourse on March 2.

Interested? Well, the car was built by Reflex Auto Design, a big name in custom circles. Its slammed stance owes much to an air ride suspension set-up, and the wide-body, 935 inspired kit comes from Japanese outfit Old & New. The split-rims are from Rotiform. It's based on a 997 C2 with – whisper it – a Tiptronic transmission. But hey, this build was always about showcasing the bodywork and build talents of RAD and to that end it's certainly worked. Estimate is between £85,000–£95,000. For more details go to historics.co.uk



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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

WHEELY GOOD

Our chums at Heritage Parts Centre have something a little special for owners of air-cooled cars in the form of a new series of reproduction steering wheels. These quality tillers are said to be faithful reproductions of the original 911/912 and 914 wheels and can be used with both the small puck type and large original Porsche horn push. Heritage says there's no need for a mounting boss or other adapters. Instead, simply head for Heritage's website, pick the size you require, choose between mahogany or black leather and then add the selection to your basket.

Alternatively give their team of specialists a call on 01273 444000 and they'll do the hard work for you in return for a card number and delivery address. Prices start at £319.95 from

heritagepartscentre.com Postage within the UK is free.



NEW BOOTS FOR 2019

Goodyear has outed its latest range of ultra-high performance tyres, known as the SuperSport. Fitments for a wide range of modern Porsches, up to and including the beastly 700hp GT2 RS are available. The entry-level tyre is the plain SuperSport, which combines a dry-road outer section with three wet-road inner bands for optimal all-round performance. Next up is the SuperSport R, which ups grip and precision courtesy of a modified compound and targets models like the standard 911 GT3. The bad boy of the range is the SuperSport RS. Goodyear says it's the most track focused tyre of the lot and majors on dry track performance. Overall, it looks like game on versus Michelin's Pilot Sport range. Prices vary according to size and model, but you can find out more from goodyear.eu

KWS FOR CLASSICS

Normally the KW brand is associated with extracting maximum track performance from modern Porsches. But, wait, there's more. KW now offers adjustable KW Classic dampers for the first Porsche series model, the Porsche 356. All models and body styles built between 1948 and 1965 are supported. This suspension kit is not an adjustable KW coilover kit for continuous lowering, but an adjustable damper kit which allows continued use of the torsion bar springs. The dampers are adjustable in rebound with 16 clicks and KW says they do not have to be entered on registration papers and thus are perfect for restoration projects. Moreover, the dampers are designed for the original spring rate and street use. Prices start at £1090 including VAT. Find out more from kwsuspensions.de

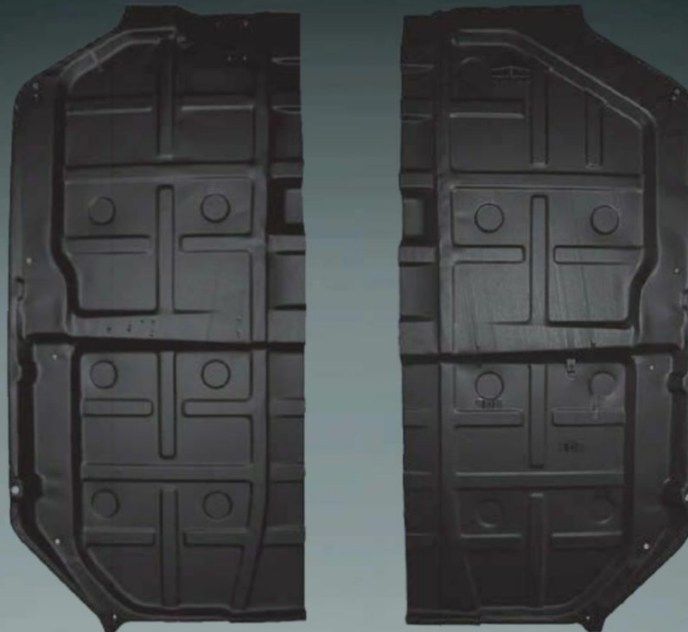




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A BETTER BOTTLE

When it comes to restorations, details matter. Yes, that even applies to minor items like screen washer bottles. US outfit Auto Foreign Services understands this better than most and its latest products pay forensic attention to just that: details. The first is a washer bottle for 1966 and 1967 911s. Created courtesy of entirely new tooling, it is said to be not only the correct size, but also offer the correct strainer and strainer tip colour and the correct surface texture and snap lid. The attachment points have the right plastic washers, too, all for \$95 or about £75 in old money plus taxes and shipping. The other option is an even earlier but just as accurate washer bag for 1964 to 1966 models and is available for \$125 or £100. Find out more and browse all the period parts at autoforeignservices.com.



WINTER WHEEL PROTECTOR

It's that time of year when all it takes is seemingly seconds to coat your car with grime and muck. Wheels get a particularly hard time in the UK's slimy winter conditions. A number of protective coatings are available, but many involve relatively laborious application processes. But not Autoglym's new Wheel Protector. It's said to be a unique spray-on-and-forget solution that can be applied in a heartbeat and left to cure. It provides super hydrophobic properties to keep your shiny wheels looking extra glossy for longer. It's as easy as squirt on, leave to dry for 1–1.5 hours and then get in and drive. The result is said to be brake dust and other contaminants visibly repelled, even in the most arduous of winter conditions. Yours for £10.70 from autoglym.com



MOUNT UP

These things are not always entirely intuitive, but it's remarkable how much difference an uprated engine mount bush can have on the driving characteristics of a car like the 987 Boxster or Cayman. It can improve everything from the shift quality through to the handling and feel of the rear end of the car, how it puts power down, the works. Happily, Powerflex has multiple options you can choose from. PFR57-520 is Powerflex's full front engine mount bush, a brand new replacement for a worn factory item for £45. The alternative is PFR57-521, the front engine mount bush insert, which fits into the voids of a serviceable mount and costs just £30. Both are available in two material options – essentially firm and firmer. More information is available from powerflex.co.uk



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WATCH THIS

You may have noticed there's a brand new 911 in town, the Type-992. To celebrate its introduction, Porsche has released a limited edition wrist watch, the 911 Chronograph Timeless Machine Limited Edition. Porsche reckons that every element of the watch's puristic design mirrors that of the latest 911, including the contouring of the titanium housing and the generously dimensioned black dial. The 'totalisator' at six o'clock references the sports car icon with markings at 3/6/9 and 11. Ditto the silhouette of the 911 flyline marked on the dial and the strap that is produced using original Porsche interior leather. The special edition will be available from April 2019 in an exclusively boxed edition of 911 copies, each with a special limitation badge. The price? €4911 or around £4450 from porsche-design.com



CLASSIC CLUBBIE

One day in the distant future, roughly 10 to the power of 100 years from now, the universe will die from heat death. But even that probably won't put an end to the debate over what is the finest 911 ever to wear the RS badge, let alone the even more vexing question of what is the finest 911, full stop. But if you happen to think it's the 993 RS model, perhaps we can all agree it's the Clubsport variant thereof that's the purest expression available. Details include that monster rear wing, an aluminium bonnet, rollbar, buckets and the obligatory fire extinguisher. Of course, the 993 RS Clubsport now commands telephone number prices. But this lovely 1:18 scale resin model from GT Spirit is rather more accessible, even at €99.95 or about £90 from selectionrs.com



SOMETHING FROM THE '70S

Have another air-cooled classic preserved in scale-model posterity. This time it's the 1974 911 RSR. This is the 3.0-litre model, the one that upped the ante from the previous 2.8-litre car to 330hp courtesy of the capacity increase and the addition of Bosch fuel injection. Other details include a reinforced clutch with a new aluminium casing. Porsche delivered the car with two different rear spoilers, one to cruise on the open road, another to compete with. All told, Porsche produced 55 copies. This 1:18 resin model is a little easier to get your hands on, though it's still limited to a production run of 999 units. It captures the RSR's signature styling in captivating detail, including those rear arch intakes. And it's yours for €99.95 or £90 from selectionrs.com





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THE USUAL SUSPECTS



CHRIS HORTON
911&PW Consultant editor

Let him who is without sin cast the first stone, suggests resident cynic Chris Horton, looking back at the 2015 so-called Dieselpgate affair, and subsequent sales figures for the 'cars' that millions of Americans bought to ease their environmental consciences

SAVING THE PLANET – THE SLOW WAY

We have just passed, at the time of writing (but not publication), the third anniversary of what became known as Dieselpgate – the now frequently used 'gate' suffix a reference to the notorious 1972 Watergate scandal that led to US President Richard Nixon's impeachment and subsequent political demise.

That more recent incident, in the autumn of 2015, was the sudden, shock-horror discovery by the authorities in the United States that, essentially, Volkswagen had been programming its TDI engines fully to activate their exhaust-emissions controls only during official laboratory testing. Production cars, meanwhile, had the real-world mapping without which they would most likely have been undriveable, but which also produced (or so we are told) something like 40 times the level of noxious gases. The situation led to high-level resignations and even arrests, sanctimonious hand-wringing by most of the western world's automotively illiterate mainstream media (not to mention keyboard warriors beyond number), and no less inevitably a feeding frenzy among the morally suspect chancers who these days pass for lawyers. Were you duped into buying one of those filthy, disgusting, polluting Volkswagens, sir? Just sign up for our class action, and we'll make you – and us – rich beyond your wildest dreams.

Since then, a number of other major car companies have become caught in the crossfire. In June 2018 the German government ordered Daimler-Benz to recall 238,000 diesel-fuelled vehicles in the country, after they were found to have been fitted with illegal software that masked exhaust emissions. (But why was this a problem in Germany alone, I wonder, and not the rest of the EU?) In a masterful piece of understatement, the German transport minister, Andreas Scheuer, said that his department and Daimler had 'negotiated intensively for many hours' (it's an image that calls to mind John Cleese in *A Fish Called Wanda* 'apologising' while being suspended upside down from a window ledge by the mad Kevin Kline character), and later Daimler's chairman, Dieter Zetsche, stated that a technical solution had been found, and that he did not expect the company to be fined.

Another more recent miscreant is Nissan, which in July 2018 admitted that it had uncovered falsified data from passenger-car exhaust-emissions testing at most of its Japanese factories. The firm did not disclose how many vehicles were involved, but said procedures had 'deviated from the prescribed environment'. Oddly, though, the BBC's business correspondent, Jonty Bloom, seemed remarkably relaxed about it all. 'While this is a very embarrassing affair for Nissan, and will damage its reputation,' he wrote, 'it does not seem at the highest levels to have been deliberately trying to beat the system. VW was caught cheating emissions testing by deliberately writing software that meant its cars met emissions standards only when they were being tested, but not at any other time. Nissan, on the other hand, seems to have been running its testing system very badly. They did not meet legal requirements, and measurements were altered.' Oh, well, that's all absolutely fine, then.

Either way, we are not just throwing the proverbial baby out with the bathwater here, but the bath as well – and arguably taking a giant wrecking-ball to the rest of the house. No one in their right mind could possibly suggest that the internal-combustion engine, burning either gasoline or kerosene, has been an unmitigated benefit to mankind. Notwithstanding the many remarkable things it has enabled us to do, the places it has taken us to, and the innumerable other worthwhile machines and buildings it has enabled us to construct, it unavoidably pollutes the air that we breathe, and it is undeniably contributing to global warming. (Let's be brutally honest, though. It is far from being the only contributing factor. What about that unrealistically cheap flight

you took to Prague for a stag weekend?) And collisions involving vehicles have in the last 100 years or so killed and maimed probably millions of people and animals around the world.

Petrol and diesel engines have become, however, about as fuel-efficient and as a result as clean and green as we realistically have a right to expect. Even I, once what you might call a committed cat-sceptic, would happily concede that the overall 'smell' of this country's atmosphere – and that of most others in the developed world – has changed completely since catalytic converters became a standard requirement on all new petrol-engine cars way back in 1993. (You can tell immediately if an old-fashioned, pre-cat petrol car is in the traffic ahead. Conversely, is it just me, or do those modern ethanol-based fuels have a whiff a bit like rotting vegetables?) And subsequent incremental improvements to both petrol and diesel injection systems have brought further once unimaginable reductions in exhaust emissions. What's not to applaud about that?

But as in any sphere of human activity, there comes a point beyond which further gains are simply too costly, either in financial terms, or even just the expertise required to achieve them. It's the classic and unavoidable law of diminishing returns. And very soon you enter the uncharted realm of unintended consequences, too. Look at the problems high-pressure DFI systems are causing in terms of coked-up inlet valves (something we last saw back in the 1960s), and arguably irreparably damaged pistons and bores. And then there's the whole diesel particulate filter (DPF) fiasco, which basically means that unless you habitually drive your oil-burning car or van like you stole it – not easy in the densely populated urban areas where most of us live, although inevitably some idiots manage it – your DPF becomes irreversibly clogged and inefficient, and requires expensive replacement. And so an entire industry springs up, either importing cheap and probably useless copies from China, made in a factory spewing out God knows what other toxic substances, or simply 'deleting' them from the affected vehicles. And, now that this has rightly been made illegal, no doubt human ingenuity will soon find a way round that minor hurdle, as well. It wouldn't be the first time, would it?

Ford's F-series pickup truck heads a morally and certainly environmentally questionable list of the top 20 'cars' sold in the US during 2017. Sales for this range alone were just short of 897,000, a nine per cent rise on 2016. At number two was the Chevrolet Silverado, another large truck, at nearly 600,000, and at number three the Ram pickup, at a little over half a million. And all this from a nation that in 2015 suddenly decided that VW diesels were a real and present danger to our species' survival



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



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DAN TRENT

Personally, and trying hard not to sound like the archetypal conspiracy theorist here, I think VW's problem was that it had become just too successful. Dieselgate erupted a full year before Donald Trump was by some bizarre miracle elected as US president, and then famously began his characteristically ill-considered blustering about trade tariffs. But America has long been well known for its fiercely protectionist economic policies, and I think someone, somewhere, suddenly thought, 'Goddammit, we need to bring these Germans down a peg or two. Make it a bit harder for them to sell cars that are essentially as good as you will get anywhere at the price. Give our poor guys in Detroit a chance again.'

And it wasn't (and still isn't) as if America's own offerings are going to save the planet any time soon. All-electric Tesla – rapidly becoming another whole can of worms, I think – is disingenuously simply shifting the point of combustion, as well as consuming vast amounts of pollution-generating lithium (together with all the other producers of electrics and hybrids, to be fair). And although you can no longer buy those absurd 20-foot-long Chevrolets, Chryslers or Fords that became such an integral and iconic part of the country's car culture in the 1950s and 1960s, the 2017 list of the 20 top-selling vehicles in America makes fascinating – and also chilling – reading. There are 'foreigners' among them, of course – although in these days of multi-national corporations and badge engineering it's pretty difficult to know who actually profits the most from any given marque – but the traditional big three, GM, Ford and Chrysler (now Fiat Chrysler; surely that tells its own story), can hardly be complaining.

Coming in at number 19 was the Ford Fusion, essentially the Mondeo with which we Europeans are familiar, with 209,623 units sold. At number 17 was the first of what would be several of the nation's favourite, the pickup truck, with the GMC Sierra at 217,943 units. Two places higher, at 15, was the Jeep Grand Cherokee, with 240,696 sales, and at 13 the Ford Explorer, with 271,131 units sold. At 12 we have the Chevrolet Equinox, with 290,458 sales, and at 11 the Ford Escape, with 308,296. From 10 through to four there were essentially relatively modest Japanese saloons and small SUVs, but at number three, and at 500,723 sales breaking the half-million barrier, was the

Ram pickup (formerly known as the Dodge Ram). At number two we have the Chevrolet Silverado – yet another large truck – at 585,564, and at number one, ladies and gentlemen, I give you the Ford F-series. This unnecessarily gargantuan contraption, typically weighing the best part of 5000lb, or more than 2.25 tonnes, and at best probably returning around 25mpg, sold no fewer than 896,764 units during 2017. And that was a 9.3 per cent rise on 2016.

VW, meanwhile, has been heavily fined, and in the US alone forced to buy back at least 300,000 diesel cars and store them at secure locations around the country. The plan, according to a Reuters video clip I have seen, is to 'revamp' them, such that they will genuinely meet all of the relevant emissions requirements, and then sell them on again. But the likely overall cost of the exercise is something most of us can barely comprehend, and clearly designed to be another significant financial penalty for the company. And who, in the US, would want to buy them anyway? Their provenance wouldn't bother me if the price was right, and I personally know several enlightened American citizens who might take a similarly pragmatic approach. But as far as the majority of people are concerned it would be like trying to market a fart in a spacesuit, and I suspect that most of the affected cars will either be shipped to the developing world – where air pollution seemingly doesn't 'matter' as much – or, in the end, simply crushed for 'recycling'. And so we reap the whirlwind.

There is no simple solution to what has become probably the single most contentious global issue of modern times. We have become utterly dependent upon personal mobility, and the diverse economic activity it both creates and crucially permits. But however appealing they might be on an individual, local level, 'alternative' fuels are merely sweeping the problem under a very large, thick and actually rather grubby carpet, and will continue to do so until people start paying the going rate for them, including the tax element that is currently levied on petrol and diesel. And until we completely reorganise our society in such a way that countless millions around the world no longer commute ever longer distances to work five or six times a week – as much because they can as because they have to – then absolutely nothing is going to change. Wake up, people, PLEASE!

A DEDICATED FOLLOWER OF FASHION?

Is it just me – as the saying goes – or is the Macan just about the most 'invisible' Porsche ever built? By that I don't mean you literally cannot see it, of course, but given the large number that have been built in the roughly five years since it was launched in the spring of 2014, you would surely expect to spot more of them around.

Or maybe it's because I don't live in one of the more fashionable parts of London, Manchester, Leeds/Bradford or Edinburgh, where you surely cannot possibly live a meaningful existence without an only medium-sized 140mph 4x4 parked outside your front door. (Or, in many crowded urban streets, someone else's front door.)

I have thus far been a passenger in just one Macan – whose colour and means of propulsion I have gratefully committed to mental oblivion – and I believe that the number of Macan stories we have run here in *911 & Porsche World* could be counted on the fingers of one hand. And I haven't heard any complaints about that.

I am sure that the Macan is a fine and capable machine, and that at least some of those who own them take great pride in them. I am acutely aware, too, that a

decade and a half ago I might have levelled a similar comment at the Cayenne. But to me that has always seemed a much more genuine SUV, if only by virtue of its sand dune- and snowdrift-crushing size and transmission system, whereas the Macan (and how *do* you pronounce that name?)

is surely just a fancy four-wheel-drive Golf. A classic soft-roader.

Either way, don't expect any Macan how-to stories from me any time soon. There is more than enough from the rest of the Porsche 'canon' to keep us going in that respect for many years to come. **PW**



So, just what is the Porsche Macan actually for? Maybe it floats your boat, and there is no doubt that it is as technically competent as any other VAG product, but it will surely be a cold day in hell before it arouses anything like the same passions as a proper Porsche sports car. Or before our man Horton rushes to write a how-to story about one...


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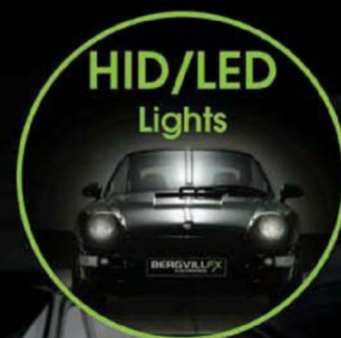
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NUCLEAR OPTION

Roger May wanted a toy and wasn't shy about admitting it! Enter, then, a Guards Red 944 S2 Cabriolet. Nineteen years on, he has no regrets

Words & Photos: Brett Fraser

Some blokes are coy about admitting to a mid-life crisis purchase. Others are just up front and open. Proud, even. It's that latter category to which Roger May, a retired operations engineer at the Sizewell A nuclear power station, firmly belongs. And when your mid-life crisis turns out to have manifested itself as a nicely original 1990 Guards Red 944 S2 Cabriolet, why wouldn't you want to tell the world?

'In 2000 I'd reached that stage in my life when I fancied a toy, a sports car,' confesses Roger, 'but a Porsche wasn't the only marque on my wish list. I had a look at a Caterham but couldn't fit comfortably in it. I also considered a TVR, but I really didn't fancy breaking down all the time: shame, because they have great performance and sound marvellous.'

'My son-in-law had a 996 Turbo which was very impressive, so my thoughts turned to a 911. Even back then, though, the prices of good ones were pretty high, yet I was keen enough to consider a crash-damaged example. Most of those I saw were sheds, though. Then I adjusted my thinking and started looking at 944s – to my eyes the 944 is a very handsome car, and remains so to this day, its attraction is timeless.'

'As well as great styling, what made the 944 appealing was that it fits a tall person – Porsche obviously knew it had to design a car that could accommodate German and American-sized people! So I went off to have a look at a few on car dealers' forecourts. Frankly, though, they were all a bit ropey. But then I saw an ad for a cabrio in *The Sunday Times* motoring classifieds section – remember, this was back in the days before online advertising websites had arrived.'

'Yes, hard to believe, isn't it, that car ads were once just a few lines in a newspaper, sometimes without any pictures. This one pretty much just said that it was in good condition, but then all used car ads back then said 'in good condition' too... You had to make up your mind on whether to go to view the car on the strength of what the vendor sounded like on the phone. Fortunately the lady selling the 944 sounded genuine, because she lived in Swindon, which is a fair hike from where I lived in Suffolk.'

'I remember reading at the time some advice about buying an older car. Basically it said buy the best example you can afford, keep it garaged, use it often and make sure it's serviced. I took the first part of that advice to heart, because the 944 cost about

the price of a new Ford Mondeo! But whereas that Mondeo was probably consigned to the scrapheap some years ago, my 944 continues to look superb and these days is worth pretty much what I paid for it.'

Although *The Sunday Times* ad had mentioned the 944's good condition, what it didn't explain, and was a pleasant surprise when Roger arrived in Swindon, was that the car had been extremely well specified by its first owner. 'The original purchaser must have spent a fortune,' smiles Roger. 'The car has full leather upholstery with special red piping on the seats, sports seats, Porsche crests on the wheel centres, and 968-style door mirrors. Normally I don't like things that aren't standard factory spec, but I think those mirrors work really well on a 944, and look much better than the regular rectangular items.'

The drive back from Swindon to Suffolk was a cautious one, Roger wanting to acclimatise himself to the car, learn its foibles, the engineer in him wondering if all was as it should be. First impressions were good though: 'When you lower yourself into it, start to drive it, you can't help but think "hell, this is good!"'

Roger's wife, Linda, isn't a car person, so was less enthusiastic about the Porsche's

Roger May, with his 944 S2 Cabriolet. A mid-life crisis purchase? Roger isn't shy about admitting to it



arrival. 'She wasn't best pleased,' recalls Roger. 'She told me that it would cost a bomb to run, that I'd lose my licence, and that I'd end up upside down in a ditch. As it happens, I have been upside down in a ditch, but that was another car and another story...'

Mostly, though, Roger had bought well. 'One of the things I hadn't noticed in my excitement at buying the car was that the paint on the offside rear upper wing [plastic on the 944 Cabrio] had faded slightly: it's still faded but I haven't felt the need to do anything about it. And the battery kept going flat, even the brand new replacement one I'd bought. Turns out that the Thatcham-approved Clifford alarm system – an essential if you wanted to be able to insure your car when the 944 was new – is a massive drain on the battery. I soon learnt to keep the car on a trickle charger if I wasn't going to use it for a few days.'

Beyond that, problems have been few in the 18 years and 40,000 miles that Roger has owned the 944. He entrusts Essex-based Autostrasse with the car's regular servicing and maintenance – 'Terry there is a lively character and knows so much about Porsches' – and for the past decade or more has insured it through RH Insurance on a classic, limited mileage policy. But there have been a few little niggles, though nothing major.

'The universal joint in the steering

“ She told me that it would cost a bomb to run, I'd lose my licence, and that I would end up upside down in a ditch ”

column, which in right-hand drive cars is affected by heat from the exhaust manifold, had to be replaced,' reports Roger. 'And as a precautionary measure I've had the cam belt changed twice over the years. The alternator drive belt has also been renewed. Ongoing is a small, very slow leak of fluid in the power steering system, but I top it up every now and again so it's never a problem.'

'A couple of years back, in the late autumn, I fired up the car, it ran for about 15 seconds, and then stopped. Wouldn't go again. So I did some research and discovered that the most likely culprit was the DME relay. [The DME is effectively two relays in one, controlling the engine management system and also preventing the fuel pump from continuing to operate in the event of an accident.] Further online research taught me how to check that it really was the DME, and then I was able to buy a replacement for £25, even if it was stamped with the Audi logo...'

The 944 took the roof chop well when Porsche decided to turn it into a Cabriolet. Not always a given with these things. Middle: In a world of bland, 2-litre, four-cylinder engines, the 3-litre, big-banger four-pot harks back to more adventurous times



Smiles per hour! The plus side of classic Porsche ownership. Also helps when you know your pride and joy is quite likely appreciating



Another piece of home maintenance – replacing the perished rubber trim ring around the boot's lock – didn't go so swimmingly. 'I removed the lock, replaced the rubber trim, put the lock back in, and then the boot wouldn't open. It took me the best part of three days to find a way to release the rear seat backs – their catches are inside the boot – then attack the lock's

south of France on holiday,' he reveals, 'and my middle daughter, Alison, and I have been to Le Mans a couple of times in it. Linda and I have enjoyed a tour of Brittany in it, and I've taken it to a Bicester Heritage open day, and to the Goodwood Festival of Speed.'

Having been born in the era of Stirling Moss, and grown up with the likes of Niki

with the limited skills I've got, been able to control the slide.

'With it being harder and harder to have fun on the public road, though, I do fancy a trackday car – it's been suggested that I get a cheap Cayman and have it properly track-prepared – but as yet I'm not entirely sure. The trouble is, I can lay the 944 up for a few weeks, but when I get back in it, it feels just like what driving should be all about: connected, responsive, rewarding. And that 3.0-litre four-cylinder engine still sounds fabulous.'

Besides which, Roger still has unrealised plans for the 944. 'I've always had an ambition to tackle the Stelvio Pass, and several people have suggested other mountain roads that I should also have a crack at while I'm out there. And my son-in-law, Ronan, is really keen to do Le Mans, so perhaps I'll head back out there this year.'

For a chap who apologised to us for not using his Porsche enough, we reckon that Roger has got the balance spot-on between the preservation of what is sure to be a classic, and enjoying a sports car in the manner for which it was designed. **PW**

It's a handsome car the 944, and it's unlikely that Porsche will ever build anything quite the same again

“It's hard to have fun on the public road, so I do fancy a trackday car”

catch from inside the boot. The area around the catch now looks a mess, but I've improvised a remote release string that stretches into the cabin should it ever happen again.'

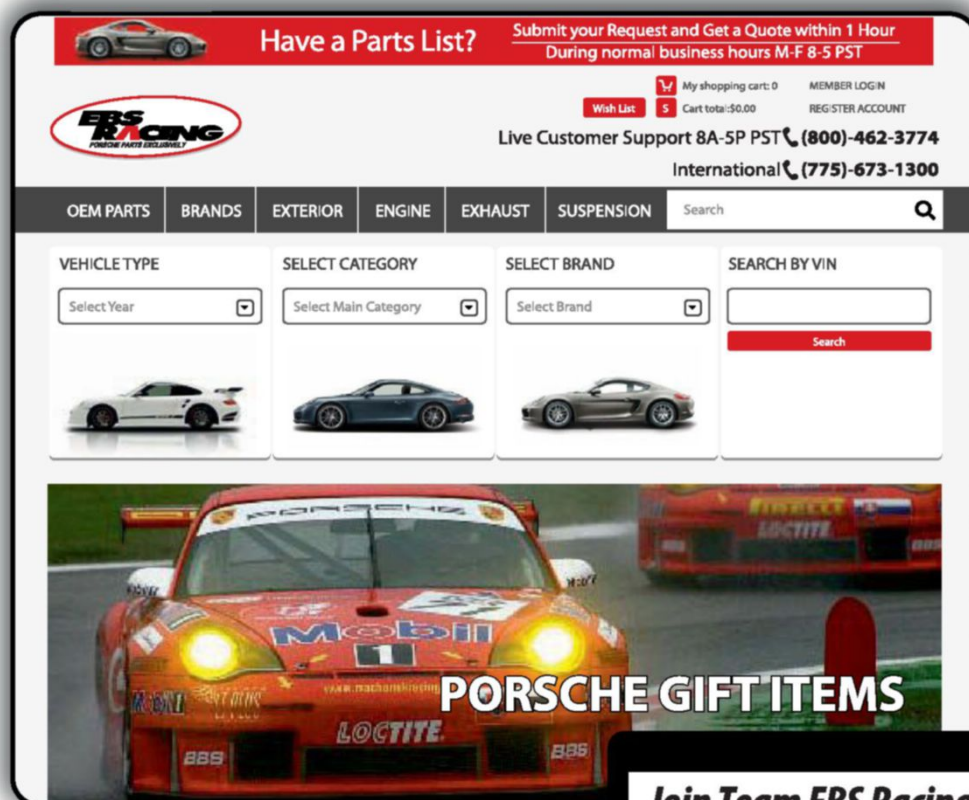
Despite admitting that it's exceptionally unusual for the 944 Cab to be seen out on the road in January, Roger hasn't been shy about using the Porsche during his tenure. 'I've used it to shoot down to the

Lauda and Jody Scheckter during the golden era of motorsport, it's not surprising that Roger has been tempted onto the track in his Porsche. 'I did a trackday around the Brands Hatch Indy Circuit,' he tells us. 'But the Cab isn't best suited to track work, despite being an utterly brilliant handler on the road – on a few occasions I've been caught out on wet roundabouts, felt the back end kick out, and then even



Left: Full leather is a bonus, as are Porsche's 'Sports' seats of what the era. Mileage is on the right side of 100,000, and likely to stay there

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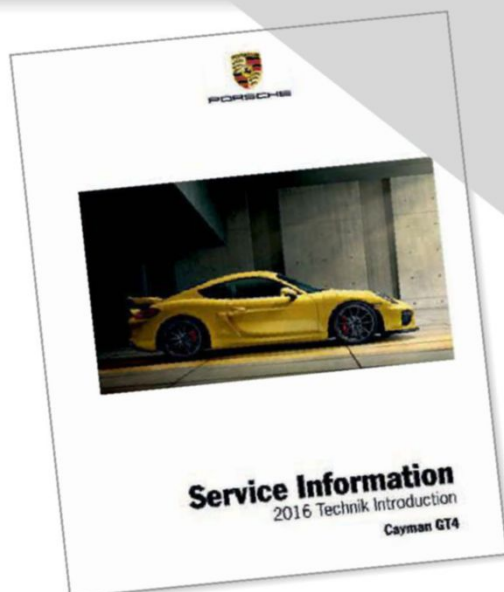
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LETTERS

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DON'T FORGET THE 924

Have enjoyed reading your excellent magazine as always and in particular Johnny Tipler's comparison between the 1977 924 n/a and the 1980 Turbo (Feb 2019 issue). Nice to see these underexposed and often denigrated models wearing the Porsche badge, getting some worthwhile coverage.

Not so enjoyable, however, was your contributor's review of the NEC Classic Car Show (Paul Davies, The Usual Suspects). Yes, Porsche GB put on an excellent display of cars as usual, as did PCGB and TIPEC. However, his reference to these two being the only Porsche clubs, with TIPEC being the smaller, is in my view missing out another Porsche club, namely the Porsche 924 Owners Club (www.porsche924.co.uk). Yes, we were there, too! It does what it says on the label, being dedicated to the 924 in all of its iterations, and encouraging owners to maintain, restore and use their cars, and with a membership of just under 400 is quite happy to be considered the smallest of the Porsche clubs in the company of the other two worthies.

Being the smallest, however, does not mean we should be overlooked, we have had a stand at the Footman James NEC Classic Car Show since 2011, and in 2016 won Best Club Event of the Year and in 2017 won Best Club Magazine of the Year. We have also started to display at the Practical Classics Restoration Show at the NEC, last year winning Best Practical Demonstration on a Club Stand.

Our stand at last year's Classic Car Show at the NEC had five of the most impressive 924s in the country: S1 Turbo, S2 Turbo, modified Turbo pushing past 200bhp, Carrera GT and Carrera GTS, all club members' cars to promote this year (2019) being the 40th anniversary of the launch of the 924 Turbo.

We don't mind being considered the minnow amongst our peers, but we believe we punch above our weight and, together with the 924, deserve just a bit of recognition.

Stan Marsh, via email

Steve Bennett

replies: Sorry, Stan. Paul must have had his eyes shut! We love a 924. Indeed, the modded red and white car visible on the stand, sporting rally style spotlights, has been featured in 911&PW before. And you've got to love a 924 on Fuchs. Please keep us updated on any 924 activities for the coming year



ANOTHER RUSTY 996

I sympathise with Steve Bennett and his 996 bodywork issues. I too have an early 996 C2 and have had to repair the dreaded rust. In my case it wasn't due to a bad bodywork repair, but just the years taking their toll. Rust began to appear on the passenger side rear, where the rear wheel arch meets the rear apron. My car leads a hard outdoor life in Yorkshire, where the weather is usually damp to downright wet and salt is slathered over the roads in the winter, which mixes with the other grime to create a salty sludge, which clings to the underside and the nooks and crannies.

This finally did for the inside of the rear arch, and what appeared to be a tiny spider of rust was a bloody big hole emerging from the inside out. Fortunately, it's isolated to just that corner, and it's been cut out and repaired now. I'm a lot more careful about getting the jet wash underneath the car now, too.

These early 996s (and Boxsters, for that matter) are 20+ years old and our UK climate is tough. Galvanising doesn't last for ever, and if it is breached in some way, then corrosion will set in. Witness other German cars of that era – Mercs and BMWs – many are falling apart.

Good luck with the repair, Steve. I look forward to seeing it finished.

Brian Spalding, via email

Steve Bennett replies: Thanks, Brian, full report next month, but here's a finished pic to be going on with. Like you, we found more rot when we started digging, and in a similar place and probably for identical reasons.



BUYING DILEMMA

Firstly, thanks for continuing the great work you do on the magazine. I have been reading and lusting after the contents for over 20 years, since I was a boy. I always said I would get a 911 and two years ago, when I lost my mum, I thought 'sod it, we're only here once, so why not have a Porsche alongside for the ride?'

I'm the lucky owner of a 997.2 Turbo PDK. I love it in Aqua Blue, but I've been contemplating a 997.2 GT3, with buckets. But having sat in a GT4 last week at a local dealer's Porsche evening, I wonder, am I overlooking the GT4? Especially when a low mileage GT4 is in the £90k range and yet the GT3 I want is £100k+. And then if you're above £100k, shouldn't I be thinking of a 991 GT3?

So what are 911&PW's thoughts, given that you are the experts? If you collectively had a budget of – say – a maximum of £115k, what would you buy, bearing in mind it's very much a second car, which will do no more than 3–4000-miles a year?

Fraser Short, via email

Steve Bennett replies: Well, Fraser, we're always happy to help spend other people's money! When the Cayman GT4 came out, folk went a bit mad and prices were pushed well beyond where they should have been. Since then, they have settled around £80–£90k, but don't really seem to be shifting. The 997 GT3 market has established itself as pretty robust, and the 997 is – in

our opinion – the sweet spot of the modern Porsche world. The 997.2 GT3, with its Mezger engine, is probably the GT3 sweet spot, too, whether 996, 997 or 991, save, perhaps, for the much rarer and rather more expensive RS versions. In short, that's where we would put our hard-earned...

Reader, Fraser Short's 997 Turbo. But what to replace it with?





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shown



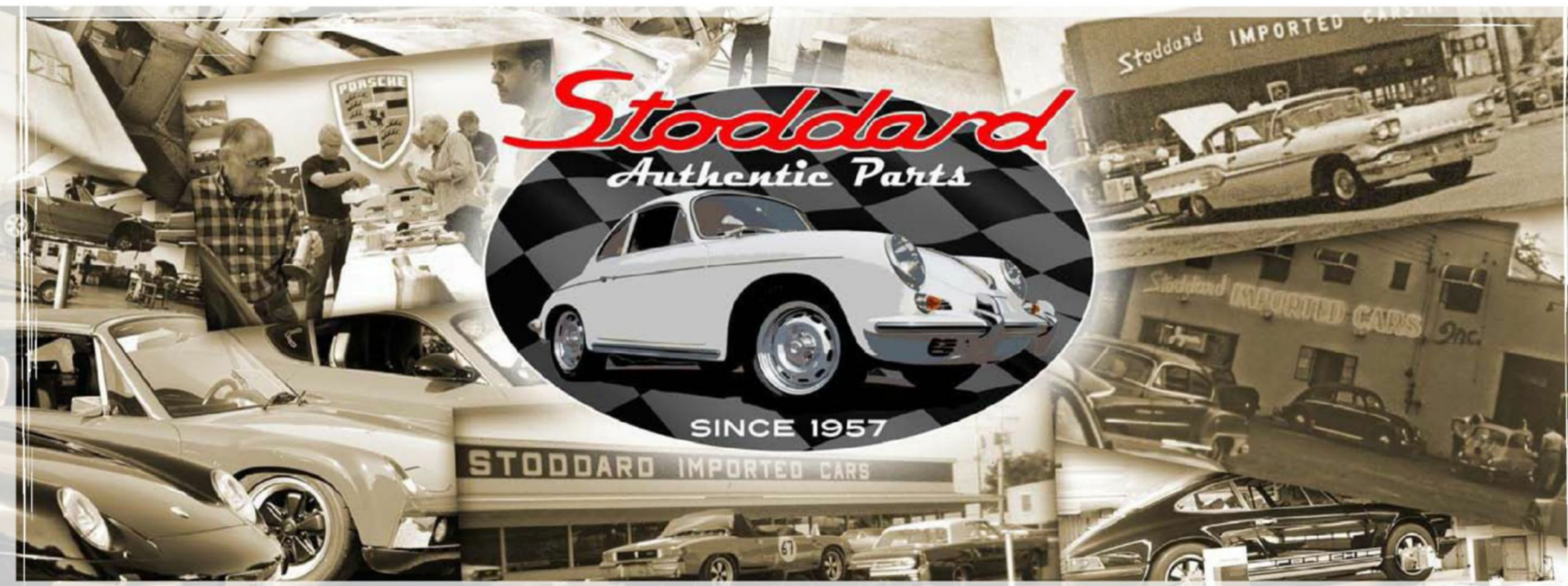
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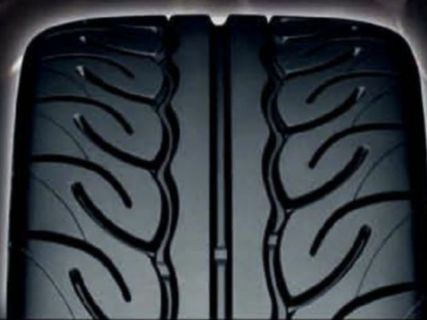


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Words: Steve Bennett Photography: Antony Fraser

300 TURBOCHARGED ISSUES

How best to celebrate 300 issues? Why, by driving every 911 Turbo from *911&PW*'s launch, to the present day. That's the 964 Turbo to right here and now, with the 991



300TH ISSUE AND COUNTING

We're celebrating 300 issues of *911 & Porsche World*. But how exactly? This isn't just a story of a one-make motoring mag, it's rather more than that, and by being around for 300 issues and nearly 30-years, then we've lived and driven through a whole world of change, but through the microcosm of a German sports car manufacturer and its enduring and endearing rear-engined sports car. Make no mistake, the 911 is the cornerstone of

Porsche and the cornerstone of *911&PW*. Neither would exist without the other.

It's natural, fitting even, that we should, then, use the 911 to shape our look back at 300 issues. But which model? Well, that's easy... It's got to be the 911 Turbo. For one it's fast enough for time travel and, for two, each generation of 911 Turbo is the pinnacle of Porsche's ambition at a given point in time and utilises the maximum available technology. And during the *911&PW* timeline, there's been five variants of the mighty Turbo, from the resolutely old-

school, analogue 964 Turbo to the flying on the ground, heat-seeking, tech *tour de force* that is the 991 Turbo. In between we have the 993 Turbo, the 996 Turbo and the 997 Turbo, each upping the ante incrementally, when viewed as a constant development curve.

We've gathered all five together, starting in 1990 and finishing right here, right now in 2019. And for each model, we'll consider what else was occurring in the world of Porsche, through the pages of *911&PW* and our own development curve. Let's go...

THANKS

Huge thanks to John Hawkins and the crew (plus Eric) at Specialist Cars of Malton for supplying the 964, 993, 996 and 997 Turbos for this feature. And for putting us up and feeding us. Couldn't have done it without you, John. All four cars are currently available to view on Malton's website:

specialistcarsltd.co.uk Tel: 01653 697722

Thanks also to Nick Perry and Rob Durrant at Porsche Cars GB, for the loan of the 991 Turbo, complete with legendary 911 HUL number plate.





964 TURBO 3.3	
Model tested:	964 Turbo 3.3
Engine:	3.3-litre flat-six turbo
Transmission:	5-speed manual
Top speed:	167mph
0-62mph:	5.0 secs
Power:	320bhp at 5750rpm
Torque:	332lb ft at 4500rpm
Tyres:	205/50 ZR17 front, 255/40 ZR17 rear

964 TURBO 1990-1994

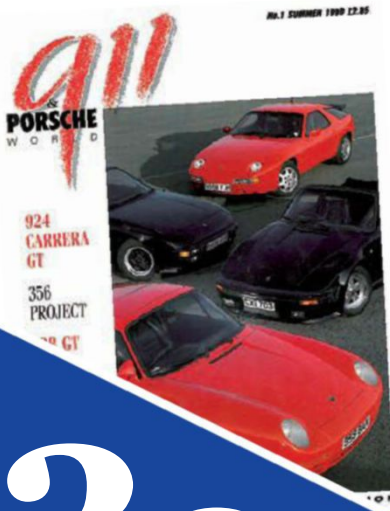
New dog, but old tricks

It's the spring of 1990 and the first issue of 911 & Porsche World magazine has hit the news stand, as we used to call it. Conceived on a hunch, by motoring journalist, Clive Househam, it's been assembled like any other magazine of its time, that's to say in a hugely time-consuming and resolutely low tech fashion, involving typewriters, film, typesetters and even

glue. It was in effect a one-off, to test the market. Sure, reference was made to a second issue, but had it not sold, then the whole notion would have been quietly forgotten. But sell it did, via the inexact science of simply 'getting it out there...' And lead news story in that first issue? It was the launch of the 964 Turbo, which is where our journey begins. And if we're being charitable, a bit like 911&PW, the 964 very

much reflected and utilised the tech of the day. To be not quite so charitable, the 964 Turbo was not much of an advance over the preceding 930 Turbo and was a shadow of the car that it should have been, which was a high tech, twin turbo, 185mph road rocket, codenamed 969 and based upon the lessons learned from the 959. A worldwide recession and Porsche's own financial woes and the reality is that it borrowed much from

As we were: First issue of 911&PW hit the shelves in spring 1990, just as Porsche released details of the 964 Turbo





Turbo interior 90s style. Grey was in, big time. Speedline's look the business. The 3.3-litre engine gave 350bhp

We drove the 964 Turbo in issue No4, in 1991. Our correspondent, Michael Cotton, confessing to a slight sense of 'déjà vu' in relation to its 930 predecessor

the 930, including the engine, still in 3.3-litre spec, but with an extra 20bhp. Unlike the non turbo 964 it was available in rear-drive form only.

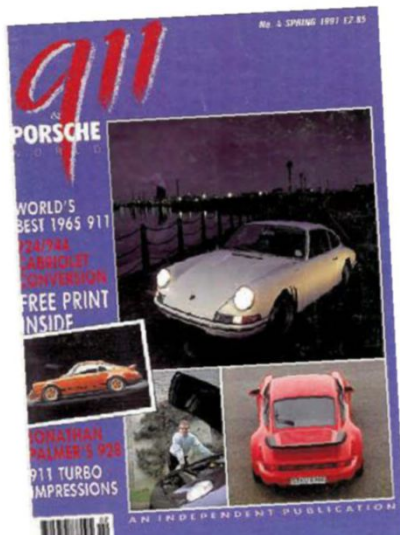
We got to drive the 964 Turbo in issue 4, in early 1991. Porsche's ex press supremo turned scribbler and 911&PW contributor for many years, Michael Cotton, got the launch ticket and described a sense of "déjà vu" in the 964's 930-like spec. Obviously Porsche gave it the new model spin, but jumping between a 930 Turbo and a 964 Turbo and you would be hard pushed to tell much of a difference. The 964 Turbo was, then, one of Porsche's few stall moments in the 911 Turbo's development curve, which left it lagging behind its main rivals, like the Ferrari 348 and the Honda NSX, albeit not by much in the case of the Ferrari, which had its own

issues, like terrifying handling traits and a gearbox that felt like it was full of rubble...

In today's classic Porsche climate, the 964 Turbo is viewed as the last of the old school rear drive turbos, with prices deep into three figures. Talking of money, the 964 Turbo was a not inconsiderable £74,000 when it finally went on sale in 1991, which in today's wonga, equals around £150,000, which is about the price of a new 991 Turbo, funnily enough... Back in the day, it was so comprehensively bettered by the 993 Turbo, when it arrived, that you could barely give 964 Turbos away, making it the bargain supercar of its time on the used market. That was then, this is now and right now the 964 Turbo up here on the North Yorkshire moors, freed from the shackles of its era, is a beguiling mix of old school 911 Turbo

cliches, mixed with a pinch of '90s modernity, mainly visual thanks to the 17in 'Cup' style wheels and the 964's front and rear makeover. Hey, it's even got a trip computer of sorts.

The 964 Turbo is a physical car to drive. The steering is meaty and full of kick back. It has to harassed and hustled into a corner, gear changes start from the shoulder and the clutch requires you fully lift your foot from the floor. And of course there's turbo lag, too, from the big, single KKK spinner, but when it kicks in, it does so with satisfying thrust and noise. At a steady cruise, the 964 Turbo is relaxing enough, but to really drive it is to go into battle, in a way that shouldn't perhaps have been necessary from a car built for the 1990s that could count the 959 as a predecessor.



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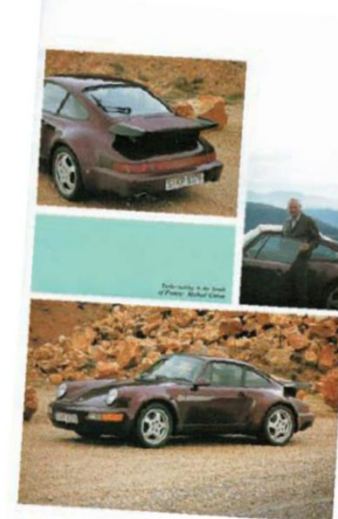
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“ The 964 is a beguiling mix of old school 911 Turbo clichés, mixed with a pinch of '90s modernity ”



300TH ISSUE AND COUNTING

HALL 3 TECHNO CLASSICA 10.-14. APRIL 2019





993 TURBO	
Model tested:	993 Turbo
Engine:	3.6-litre flat-six twin turbo
Transmission:	6-speed manual
Top speed:	180mph
0-62mph:	4.5 secs
Power:	408bhp at 5750rpm
Torque:	398lb ft at 4500rpm
Tyres:	225/40 ZR18 front, 285/30 ZR18 rear

993 TURBO 1995-1998

The game changer

It took only another 25 issues of 911&PW for the 993 Turbo to rock up, thanks to a relaxed publishing schedule that went from an initial four issues per year to a slightly more taxing six. Unveiled at the Geneva show, we reported on the new car's "colossal" 408bhp, which in fairness was pretty 'colossal' for 1995 and is still pretty respectable in 911 terms 24-years on. We

didn't have to wait long to drive it either, as a Speed Yellow version graced the front cover of the May/June 1995 issue and, while the notion that the 911 Turbo has always been something of an everyday supercar, it was undoubtedly the 993 that really rammed the point home. Arguably the 993 is the car that the 964 Turbo should have been. Oddly, in my years at the helm of the good ship 911&PW, the 993

Turbo is pretty much the one 911 I've never driven, so this is going to be educational. Emotional even! Immediately it's not hard to see why this was a game changer over the 964. Despite its near identical cabin and its throwback ergonomics, the 993 feels like a much more modern proposition. The clutch is light, the gearshift requires minimal guidance, the power is progressive, if ultimately still a bit laggy by modern standards. This example

Above: Doesn't that look good?
Below: The 993 Turbo starred in the May/June 1995 issue of 911&PW. We liked it!



far more sophisticated Bosch ECU controls the fuelling and ignition, processing four times the data of the previous 964 system. This is the start of the digital age and the end of the air-cooled age, meeting briefly to create a very special 911 Turbo. The pinnacle. Well, certainly the pinnacle of the air-cooled 911 Turbo. What was to follow would be a revolution...

[illegible]



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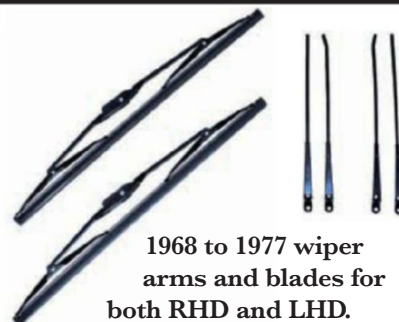


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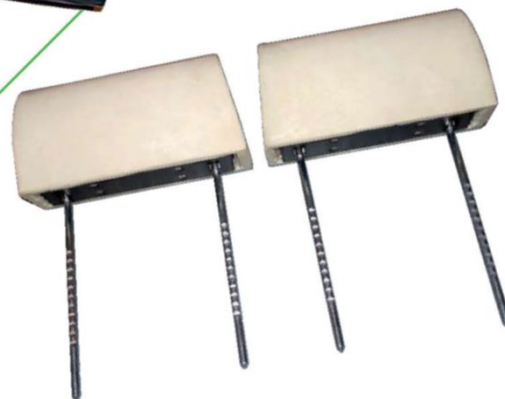
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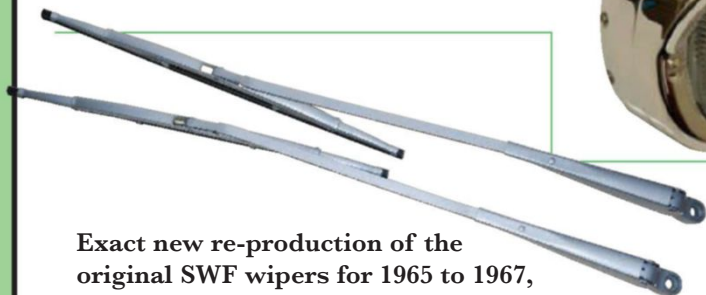
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996 TURBO

Model tested:	996 Turbo
Engine:	3.6-litre flat-six twin turbo
Transmission:	6-speed manual
Top speed:	190mph
0-62mph:	4.2 secs
Power:	420bhp at 6000rpm
Torque:	413lb ft at 2700-4600rpm
Tyres:	225/40 ZR18 front, 295/30 ZR18 rear

996 TURBO 2000-2006

The supercar redefined

Fast forward to April 2000 and issue 73 and 911&PW is very much a monthly production, forged by computer of the Apple variety. We have an email address, but not yet a website, although some of our advertisers do. The Millennium Bug didn't happen and dot-com millionaires are a thing. Into this new millennium comes the 996 Turbo and full

time Editor, Chris Horton, is dispatched to Spain to drive it. He seems slightly sceptical opening his first drive report with: "Let's be honest: this planet needs the new 911 Turbo like London needs the Millennium Dome or a new mayor. We may be dyed-in-the-wool Porsche enthusiasts, but even we can accept that in social and ecological terms, some hybrid-engined hatchback is a more responsible means of transport. The fact

remains, though, that in cultural terms the world would be a poorer and rather less exciting place, without Porsche's latest wunderwagen." Well, deep stuff Chris, but interesting that even 19-years ago the notion of hybrid tech was beginning to gain traction.

Of course the 996 Turbo was developed on the all new Wendelin Wiedeking inspired 996/Boxster platform, that had transformed Porsche's fortunes since the arrival of the

Above: The 996 and 996 Turbo ushered in the water-cooled era. Below: April 2003, and the 'first drive' honours went to Editor, Chris Horton



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C4S 996 TIP COUPE £17,995

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997 TURBO

Model tested:	997 Turbo
Engine:	3.6-litre flat-six twin turbo
Transmission:	6-speed manual
Top speed:	194mph
0-62mph	3.7 secs
Power:	480bhp at 6000rpm
Torque:	502lb ft at 2100-4000rpm
Tyres:	235/35 ZR19 front, 305/30 ZR19 rear

997 TURBO 2006-2011

Raising the bar

It's another six years before the 997 Turbo arrives, getting the first drive treatment in July 2006, issue 148. I know 'cos I was there in Cadiz, Spain, with a plane load of other UK motoring hacks in the good old days of this mad game. I've still got the badge to prove it (Porsche used to issue really rather nice enamel badges to mark every model launch) and the memory of sitting next to

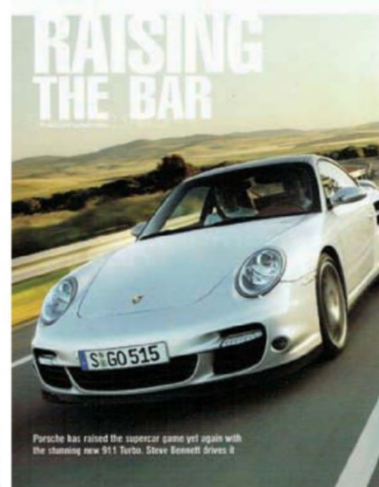
Walter Rohrl at dinner, and being driven by him on a gravel stage the following day.

I'd not long been in the *911&PW* editor's chair, so this really felt quite special, helped by a smattering of colleagues that I enjoyed the company of, not to mention resident *911&PW* snapper, one A. Fraser. Highlight of this trip was an early three car drive through morning mist, which led to my own cod philosophy. Can't quite believe I wrote

this, but here goes: 'It's a fantastic sight – supercars doing what they're designed to do, free of the shackles that will ultimately see them hobbled in our own lifetimes.'

These are the dying days of the performance car and we – the drivers and the manufacturers – have to gorge ourselves, while we can...' Hmm, not quite sure where that came from, although I will concede that perhaps that flight of fancy

Above: The modern 911 sweetspot? We think so. Below: Early morning three car blast had Bennett eulogising



New 911 Turbo drive

It's a fantastic sight – supercars doing what they're designed to do, free of the shackles that will ultimately see them hobbled in our own lifetimes. These are the dying days of the performance car and we – the drivers and the manufacturers – have to gorge ourselves, while we can...' Hmm, not quite sure where that came from, although I will concede that perhaps that flight of fancy



300TH ISSUE AND COUNTING



Porsche further refined the modern 911 interior, with better quality materials. Bling wheels a defining 997 styling feature

The news stories of the day: Hybrid 918, Panamera and Porsche's plans for world and VW domination

would have more weight to it if scribbled now, but I doubt it.

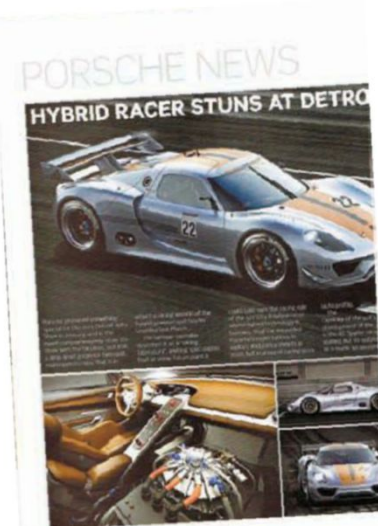
So again we talked of how Porsche's endless evolution had once again raised the bar, the 997 Turbo, of course, being an evolution of the 996 Turbo and ultimately every Turbo that had gone before. It had 480bhp, which is a full 220bhp more than the original 911 Turbo of 1974. Consider, also, that the increase in torque at 2000rpm, compared to the original 930 Turbo engine, was 171 per cent. That'll be progress, then. Throw in, also, an electronically-active controlled four-wheel-drive system, variable turbine geometry, lightweight features like aluminium doors, bonnet and composite engine lid, that made

the 997 Turbo lighter than the outgoing 996 Turbo. There's also an onboard infotainment system that's beginning to look like the sort of set up that is prevalent today, with integrated phone, navigation and music. The gen 2 and later evolutions of the 997 Turbo would gain PDK to banish the Tiptronic (although Tip was surprisingly well matched to the Turbo), with the hilarity that is launch control, plus PASM electronic damping. The mechanical/electronic hybrid was well and truly here.

Today's example is a peach. I've come to the conclusion that the 997 is the sweet spot of the modern 911 world, building on the 996 strengths. I have many memories of mad 997 Turbo drives – the furthest

points north, west and east in the UK, with a speeding ticket to prove it. A mad dash from the south of France to home, for last orders at my local. Not many 997 Turbos were specced with a manual 'box, which is a shame. This one slices through the ratios, adding that element of interaction missing from so many cars now. And like the 996, it feels animated and perfectly sized for today's roads.

It's another cliché, but the default of any objective Turbo review is to adopt the everyday supercar analogy. The Italian stallions will introduce more drama, but are more likely to take August off in a Latin strop. Like a good copy of your fave Porsche mag, the 911 Turbo has depth.



Porsche 911 2.7 RS RHD

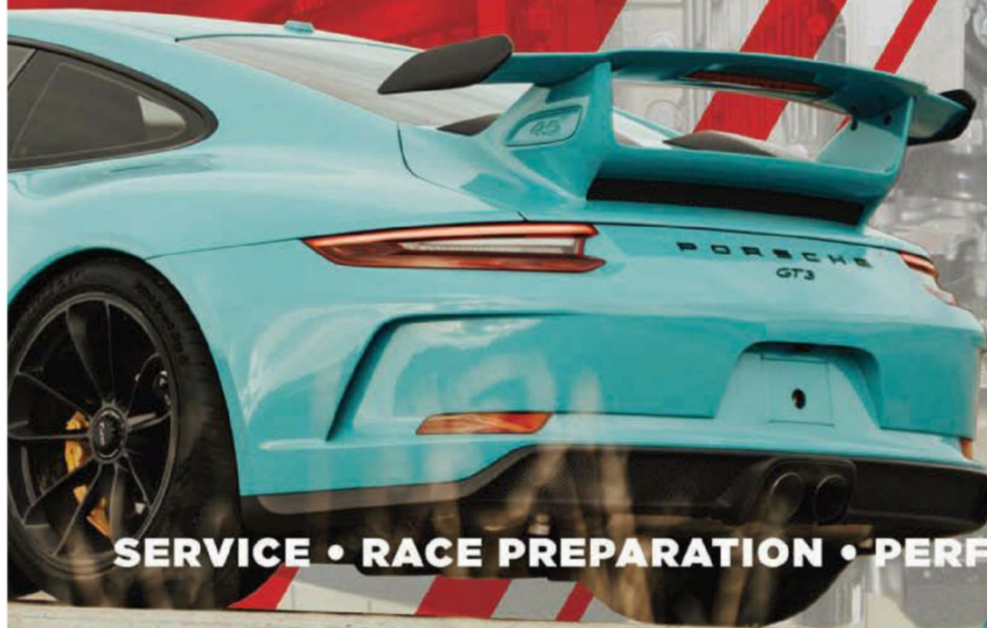


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991 TURBO

Model tested:	991 Turbo
Engine:	3.8-litre flat-six twin turbo
Transmission:	7-speed PDK
Top speed:	198mph
0-62mph	3.1 secs
Power:	552bhp at 6500rpm
Torque:	517lb ft at 2100-4000rpm
Tyres:	235/35 ZR20 front, 305/30 ZR20 rear

991 TURBO 2012—RIGHT NOW

Flying on the ground

The arrival of the 991 marked only the second time that we got to report and record an all new 911 and it took some getting our collective heads around. Bigger in every respect and packing even more tech, the 911 had truly embraced a more GT ethos, that we had to either like or lump. In the end we were somewhere in the middle.

Sixty four issues (Nov 2013, issue 236) have passed since we appraised the 991 Turbo. Dep Ed, Brett Fraser, got the gig at the Bilster Berg test facility in Germany, and there'll be another few issues yet before the 992 Turbo breaks cover. This, then, is the contemporary, showroom 911 Turbo, packing the full gamut of modern automotive systems and the yardstick as to how far we've come and what we've

experienced and recorded as a mag dedicated to all things Porsche. It is truly a resident of the connected, digital age.

But as Fraser put it in summary: "And yet and yet and yet... Just as in the Turbo's nemesis, the Nissan GT-R, you get the weeny suspicion that as a driver, you're there to simply fill a void in the cabin. You're never quite sure whether the blinding pace you set along that last section of twisties

Above: Road guided missile. 991 Turbo is the culmination of 45-years of 911 Turbo development. Below: First drive issue 236. GT3 R Hybrid news story hints at what's to come



300TH ISSUE AND COUNTING



The 991 spelt the end for the manual 911 Turbo. Interior dominated by tech. All carbon wheels cover massive carbon ceramic brakes. PCBs are standard, wheels are an £8000 option

The news as we saw it. Macan – of course – best selling Porsche, and VW's Porsche takeover. How the mighty fall

was down to your driving prowess, or the latent talents of the electronically controlled chassis and aerodynamic enhancements at your disposal. Some of your actions maybe weren't your own. Or were they. It's that element of doubt that keeps the new Turbo one step removed from greatness."

And so it still proves. From the little things, like releasing the handbrake via an electronic switch, to the PDK only transmission, to the electric steering, the electronically controlled dampers, four-wheel drive system with rear steer, fly-by-wire throttle, radar cruise control, there is a disconnect. You are merely conducting the

action, but never fully immersed.

Sure, there's a thrill that comes with 550+bhp, 0-60 in 3 secs (maybe less) and nearly 200mph but, like so many digitised modern wonders, there's a certain two dimensionality to the experience. Jumping from the 964 Turbo straight into the 991 Turbo and missing out the progression in between, is quite hilarious. Switch on the launch control via Sports Plus, bang the PDK lever into drive, hit the brake, bury the throttle and then release and the resulting acceleration is actually quite scary, not least because you are merely hanging on and guiding, while the 'systems' do their thing.

And it will do that over and over again.

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
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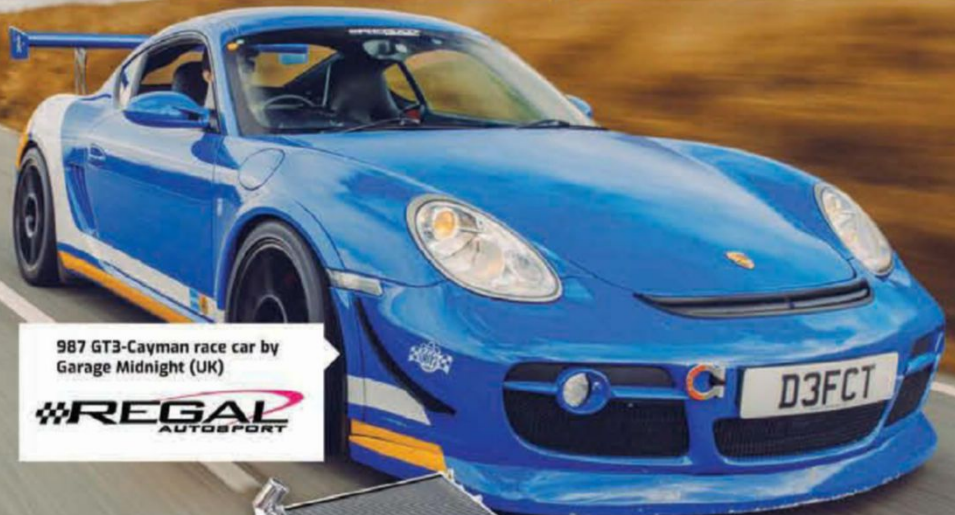


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OFF BOOST

So, it's been a fascinating exercise to track the 911 Turbo's progress alongside the 911 & PW timeline. The 964 Turbo was clearly a means to a financial end. Porsche's recession Turbo if you like. But it's important as the last of the big, single turbo, rear drive machines, and people now love it for that. The 993 Turbo is a quantum leap forward, the car the 964 should/would have been, had Porsche the beans at the time. It would, I reckon, be the most satisfying of the five to own, mixing, as it does, classic Porsche 911 elements and size, with a modern twin-turbo, four-wheel drivetrain. The 996 and 997 Turbo

are difficult to separate and the 996 was certainly the surprise of the test, but it was a particularly good example. Both offer massive pace and trademark 911 Turbo useability. Both now feel light and surprisingly wieldy. The 997 edges it though, for its classier interior and build. The 996 is the bargain. Overall, though, if we were driving away in one of the five, it would be the 997. It's the sweet spot of the modern Porsche world.

Which leaves the 991 Turbo. From its £8000 optional carbon fibre wheels, massive carbon ceramic brakes, computer controlled suspension, seven-speed PDK box, 550bhp and bewildering real world pace and

functionality, it's the very pinnacle of what's possible from mixing digital and analogue engineering, albeit with driver input somewhat dulled. But that's progress, and that's what folk seemingly want these days.

And fortunately, despite all sorts of other distractions, they still want magazines like 911 & Porsche World, which is still quaintly printed on paper and sold in shops, for the full interactive purchase/reading experience. Yes, we'll sell you a digital version, where the pages turn themselves, with a prod of the screen, but it's not the same though. Here's to 300 issues and counting... **PW**



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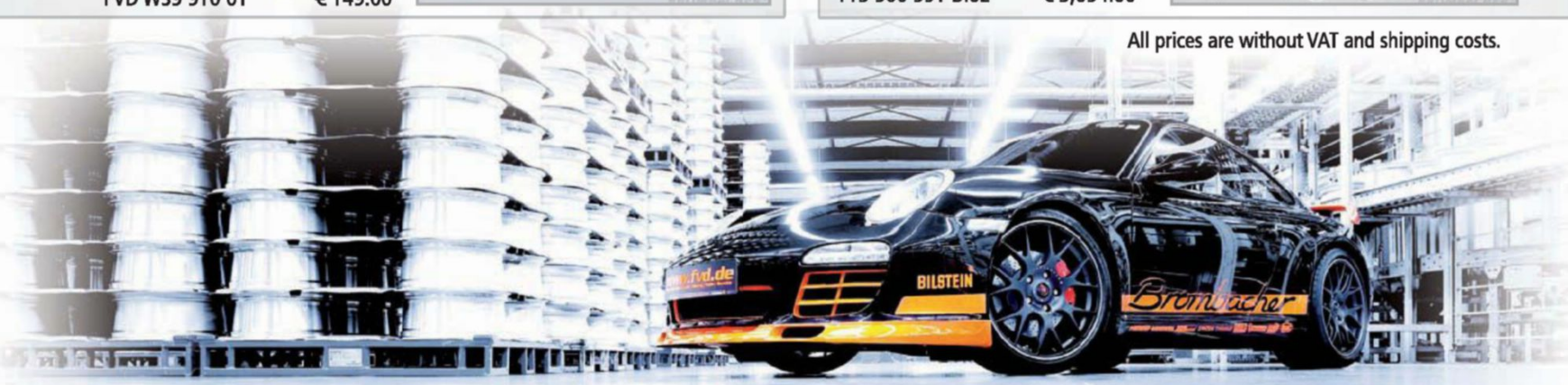
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EVOLUTION OF THE SPECIES

Porsche very kindly coincided the launch of the new 911 with our 300th issue. So enter the 992, the eighth generation of the car that defines all things 'sports car.' More power mixed with more tech and an inevitable increase in size. But has it moved the game on and back into the hands of the driver?

Words: Clark Thomas Photography: Porsche



300TH ISSUE AND COUNTING



992 CARRERA 2S

Model tested:	992 Carrera 2
Engine:	3.0-litre flat-six
Transmission:	8-speed PDK
Top speed:	191mph
0-62mph	3.5 secs
Power:	450bhp at 6500rpm
Torque:	391lb ft at 2300rpm
Weight:	1515kg

Curious thing the future, it's uncertain by its nature, which makes developing a car for it a difficult task. The 911 has always been defined by its ability to evolve, Porsche's iconic sports car nothing if not adaptable, fitting the particular zeitgeist it finds itself in. That it's able to do so while retaining at its core its ability to thrill is testament to Porsche's engineering ability, every new 911 an important, significant step, but one that's ever-more complicated thanks to ever-tightening legislation.

In the 911's life we've witnessed air-cooling turned to water, hydraulic to electric assistance, natural aspiration to forced induction and more besides. The familial

line remains true, the 911 remains a unique proposition in the sports car market. All of which makes this new one significant, hugely so.

The 992 arrives in 2019. It's bigger, more technologically advanced, safer, stiffer and, as a result of all of that a bit heavier. Rolled out at launch in S and 4S guise, the 992 will initially be offered only with a PDK transmission with eight, rather than seven gears. Fear not three-pedal activists, there'll be a stick to command as the 992 range expands, the manual being introduced – across all the Carreras at least – when the non-S Carrera and Carrera 4 arrive later in the year.

Until it does, the S here comes with PDK, which allows manual control via the paddles

only, the transmission tunnel-mounted gear selector only offering the choice of Drive, Park and Reverse. No + or - here, the curiously shaped selector not offering it, nor shaped in such a way as to allow it easily if it did. Above it there's a sizeable screen, which contains all the things you might realistically need, and plenty more that you never knew you did, and more than likely don't, the 992 embracing the fully connected, streaming, app-based world that it finds itself existing in. It's smart, all easily operated, and finished beautifully.

Underneath that sizeable central screen there are some more conventional buttons, some configurable, the others for the important stuff like the hazard lights, PSM off and, on this well-equipped launch car at

In a world of highly stylised lighting solutions, Porsche has stuck with traditional 911 styling cues. A near round head lamp! How quaint. LED internals offer serious light pollution, however

Electric power steering remains. Redesign of front axle cuts tyre/road noise (left), while engine is largely carried over from the previous 992. The 3.0 delivers 450bhp



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least, the PDDC. There are conventional controls for the vents rather than the ludicrous complication of the Panamera's touchscreen set-up. A further pair of screens frame the large, analogue central rev counter that dominates the instruments

driver's selection.

You'll do well to see those screens if you opt for the GT Sport steering wheel. With its sizeable hand hold contours at ten-to-two it adds unnecessary, view-hindering girth to the otherwise nicely designed steering

Mode – see sidebar – selection also being added to the driver-selectable choices.

Whether Carrera S or 4S, or latterly, Carrera or Carrera 4 there'll be no visual signifier save for the badge that your 911 diverts some drive to the front axle. The narrow bodied 911 is no more, a victim of the 992's greater need for cooling, cooler turbocharged engines being more efficient ones. The standard 992 is the width of an outgoing 991.2 GTS or GT3, with its more muscular stance comes dynamic benefits, the chassis people certainly not complaining when the notification came of the 992's greater width, even if the 992's growth, and the now eight-speed PDK and other hybrid preparedness measures does impact negatively on its mass.

To partially offset that there's a gain in power, the 992's width not the only number

Standard 992 is the same width as the outgoing 991 GT3

Digital dominates the dashboard save for an analogue, central rev counter. Seats are familiar Porsche 'tombstone' design. Note, no real option to change gears via PDK stick, which has become more of a PDK stub!

“ With its more muscular stance comes dynamic benefits ”

ahead of the driver, the red-line indicated at 7400rpm, those screens containing a digital rendition of four more dials, or mapping, entertainment or night vision functions, depending on the specification and the

wheel. Opt for Sport Chrono, as if you wouldn't, and the Mode Button is present on the wheel, too, allowing you access to the usual drive modes of Normal, Sport, Sport Plus and Individual, with the new Wet



300TH ISSUE AND COUNTING



The 992 Cabrio has already been announced. No big surprises there. Right: The 992 GT3 will follow in due course. Turbo or normally aspirated? We'll have to wait and see on that

it shares with the outgoing GTS, the 3.0-litre twin-turbo flat-six's output being the same at 450hp. That's developed at 6500rpm, the 530Nm of torque on offer delivered between 2300rpm and 5000rpm, maximum engine speed being 7500rpm. All that, with launch control enabled through Sport Chrono, allows a 0–62km/h time of 3.5 seconds in the S, and 3.4 seconds with the 4S. That's 0.2 seconds quicker than without Sport Chrono, the 4S topping out at a 190mph maximum, the S gaining 1mph top end and closing and bettering the 4S's advantage when traction's less of an issue, the S's in-gear acceleration also being marginally quicker thanks to the need to shift a little bit less weight.

Unsurprisingly, neither feels slow, the 992's performance in the realm of recent 911 Turbos, so, searingly fast then, such is the pace of development. While the 3.0-litre turbocharged flat-six is derived from that of the 991.2, the need for the 992 to pass ever-more stringent emissions and economy standards have seen some significant revisions. Piezo injection allows more precise fuelling, giving a cleaner,

AND SO IT BEGINS...

With the Carrera S and 4S in PDK guise already among us, the Cabriolet comes next, followed by the Carrera and Carrera 4. That car, which is anticipated to have an output in the region of 390hp, introduces the manual to the entire Carrera line-up, a development of the seven-speed manual in the outgoing 991.2. There's no word on a T as yet, but the GTS should complete the Carrera line-up, bridging the span between the series Carreras and the GT Department's inevitable GT3 and GT3 RS models.

There's talk that the GT3 and RS might succumb to turbocharged flat-sixes in place of the 4.0-litre naturally aspirated unit in the current models. We're convinced, however, that the Motorsport people haven't yet waved the chequered-flag on the high-revving unit yet, particularly in light of the recent reveal of the Cayman GT4 Clubsport, doing, as it does, without forced induction and six cylinders.

Fans of the Turbo won't be disappointed, with the Turbo and Turbo S anticipated to offer outputs in excess of 650hp, and performance in the other-worldly sphere. With the regular Carrera S managing pace once the reserve of Porsche's 911 flagship, the Turbo models, due in 2020, should be little short of incredible.

more efficient burn. The entire intake system has been revised, the turbocharging and intercoolers also being enhanced, the intercoolers now placed above, rather than either side of the engine. All that allows shorter flow paths, which aids the turbocharger's response, the goal of the engine boffins being to give the 992 an immediacy and eagerness to rev more akin to a naturally-aspirated engine, yet with the useful low rev flexibility that's inherent in the character of a forced-induction engine.

That flexibility is obvious, there's urge in any gear, the PDK's first six ratios largely similar to those of the previous transmission, with the seventh and eighth gears effectively overdrive, economy ratios. Underlining that is the fact that the 992's top speed achieved when in sixth gear. The gearbox, derived from the Panamera, but re-engineered to suit the 992's situation in front of the engine – and thus prevent it having eight reverse and a single forward gear – has space inside for the eventual hybrid's electric motor. It sits empty for now, though even without it there's a weight penalty, the gearbox, and the engine's

The 992 Turbo is expected to produce in excess of 650bhp, so what for the 992 GT2 RS? 700+bhp has to be realistic





exhaust filters, the latter on EU models at least, being largely responsible for the 992's weight gain over the 991.2.

The gearbox shifts crisply, the translation from a finger pull to the selected ratio instantaneous, whether you're going up or

into consideration the transmission, those exhaust filters and the larger, 20-inch front wheels and 21-inch rear wheels combined with the wider track and it's remarkable Porsche has managed to keep the increase to the circa 60kg that it has.

the fitment of PDDC, Rear-Axle Steering, a Sports Exhaust, Sport Chrono with the steering wheel-mounted Mode Button, PASM with a 10mm drop, and PCCB brakes.

What's very apparent on the road is the improved refinement, the 992's greater

As you would expect, test cars are fully tech'd up, with options like Rear-Axle steering and PDDC adding to on road dynamics and agility

“ Its agility affords it the ability to shrink that scale on the road ”

down the 'box, the new future-proofed gearbox not bringing any other compromises to the drive. Porsche has, with the addition of significantly greater amounts of aluminium, offset the 992's increased weight as much as possible. Indeed, taking

You'd do well to notice it on the road, the 992 feels physically bigger, no question, but its agility affords it the ability to shrink that scale, that aided somewhat by the launch cars' flattering specification. There's been some tick-box checking here, with

PLUGGING IN

With the 992 Porsche has future-proofed it with the body able to accept batteries for the eventual hybrid, while the eight-speed PDK has a space to accept an electric motor. It's not here yet, but it's coming, though only when Porsche deems the tech ready or, at least, good enough to grace the 911. Everything from the cooling, to the electrically boosted brakes have been implemented in anticipation of the 911's eventual hybridisation, which we're expecting at its mid-life revisions.

It's pretty tight back there, and somehow Porsche has to integrate hybrid functionality for the 992.2



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stiffness, allied to significant work on the front axle, all but eradicates the 911's traditional road noise from the front axle. That's to the benefit of the 911's touring ability, without impacting on its engagement elsewhere. The wheel and body control is

is on track, too, their feel and modulation great on the road. While there's greater civility to the 992, it's in addition and not at the expense of its core 911 attributes of driver appeal and agility. The turn-in belies the 992's size and

“ Turn-in belies the 992's size and weight, the nose quick to react ”

exemplary, the 992's ride being supple, aided by the lower unsprung mass of that comes with the fitment of PCCB. Their huge, reassuring and consistent stopping power is useful when the 992

weight, the nose quick to react, it feeling marginally less prone to understeer with the 4S than it does with the rear-driven S. The S counters with marginally more detail in the steering, it so slight that in all but the

ASSISTANCE

Where the 992 gains over the 991.2 is its assistance technology. There's a new Wet mode in the driving settings, it automatically priming the stability, rear wing angle and traction control, gearbox shift and throttle map settings when acoustic sensors in the front wheel arch liners detect a damp road surface. It's a two-stage system, which when fully selected makes the 992 incredibly surefooted, even on soaking wet surfaces. Other significant, if not entirely welcome, additions include the options of Lane Keeping Assist and Adaptive Cruise Control, not even the 911 able to avoid the autonomous systems heralded as safety or convenience functions. There are all manner of apps and connectivity, too, and the 992 has a conscience, allowing you to donate CO2 offsetting causes if you feel the pang of guilt driving your 911...

Give it up for Guards Red! Of course no one will actually spec Guards Red, never do. It's not the Eighties, you know. We're all far too sophisticated now

Rain? Don't worry, the new 992 will look after you with its new Wet mode



300TH ISSUE AND COUNTING





extremes of the 992's dynamic ability that you'll feel it.

What is deeply impressive is the 992's ability to both flatter and involve, this a car that's hugely rapid, surefooted and capable in anyone's hands, yet absorbing and hugely entertaining to drive if you're more experienced. Switch the PSM off and the 911's unique engine position can be brought into the equation, judicious lifting allowing weight transfer to occur, that shifting mass meaning the 992 will swing its tail around to any degree you want, the immediacy of its response, the clarity and quickness of the steering allowing you to catch and hold any resultant slide.

The specification here flatters, the agility

brought by the fitment of rear-wheel steering undoubtedly helps, but there's an inherent correctness to the way that the 992 drives that underlines the good work the chassis people have done with it. The weighting of the steering is good, the feel as detailed as you'll get in a modern system, and the brake pedal offering reassuring, consistent performance, regardless of what you're asking of them.

If there's a but it's the engine's sound, with EU cars you need the optional sports exhaust to counter the slight muffling effect of those exhaust particulate filters, with US-spec cars delivering a crisper, more visceral sound in comparison. It's marginal, but back-to-back it's noticeable, the American

cars benefiting from a very slight improved low-rev response, too.

What is undeniable is that Porsche has achieved the tricky balance of adding an even greater breadth of ability to the 911, while retaining at its heart the enthusiasts' appeal that defines it. Given the ever-tighter and tougher regulations that constrain it that the 911 can still deliver all that and more is testament to both the company's engineering integrity as well as its continued recognition of what the 911 should be. The 992 could have been different, it is, but in a way that only enhances the car's overall appeal, the iconic sports car in safe hands, then, and for the foreseeable future, too. **PW**

Any downsides to the new 992? Well, if you want a truly fruity exhaust sound, you'll need to spec a Sports system. The move to exhaust particulate filters has muffled the standard system somewhat

There's still no mistaking that rear end. This is the 911 for the foreseeable, but what comes next is already a fascinating thought



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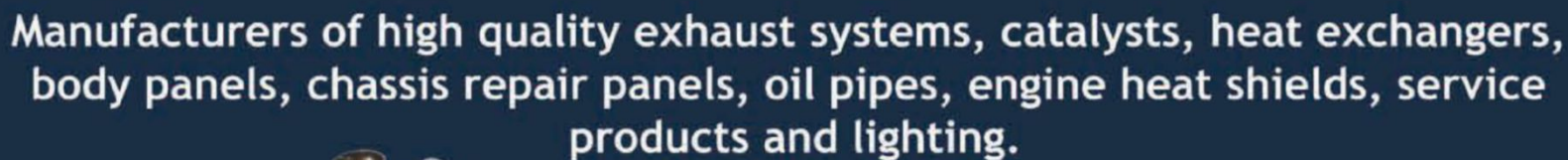
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INTO THE FUTURE

We've seen a lot of technology in 300 issues of *911&PW*, but the real big stuff is yet to come. We take a look forward, with help from the Panamera 4 E-Hybrid Sport Turismo

Words: Steve Bennett Photography: Paul Harmer/Porsche

300TH ISSUE AND COUNTING





It would be easy and indulgent to spend this 300th issue just looking back in the warm glow of better times, when air-cooled Porsches were cheap as chips and life wasn't quite as seemingly mad as it is now. But the past is another country and the future is all we've got, so on that cheerful note, what have we got to look forward to? Well, let's take a drive towards the future in wide eyed wonderment in what is currently Porsche's most advanced and future proofed machine – the Panamera 4 E-Hybrid Sport Turismo.

Like it or not, this future gazing is all about electrons and how we're gonna use them. Petrol is grubby and diesel is down and downright dirty. Indeed Porsche has already scrapped all diesel models, scarred by the association with the VW diesel rigging scandal. It's been building hybrids now for over ten years, including the 918 hypercar,

plus the Le Mans 919 and, more practically, Cayenne, Macan and Panamera E-Hybrids and the all electric Taycan will be here later this year. Looking further forward, all electric versions of most Porsche models are a certainty, and a hybrid 911 will be with us for the 992.2, which is roughly four-years away. Right now, though, trying to make sense of how all this is going to work is not so easy, particularly when it comes to all-electric machines. There is much to ponder, then, while putting this Panamera through its various paces.

As a magazine, we do have a bit of history with Porsche's high tech output, although it must be said, as a collective, we're rather more at home with Porsche's sporting output and our eclectic fleet of Porsche bangers as, we suspect, most of you are (although, not necessarily, the bangers bit). That said, the stick is coming and there will come a point

when buying a hybrid of some description will be almost non-negotiable. It will be all there is, before the eventual all-electric power grab.

Back in 2014 we embraced the future by driving the first generation of Panamera E-Hybrid all the way to Jerez to catch pre-season testing for the 2014 F1 season. Why? Well, that was the first time the hybrid generation of F1 cars ran in anger, although they didn't sound very angry. They sounded very quiet and five-years on most F1 fans still hate them. But we thought we'd show some hybrid solidarity. It was actually a pretty pointless journey for a hybrid of any description, because largely we just took the battery pack for a very long drive, eventually averaging about 30mpg which, we conceded, probably wasn't bad for a supercharged V6 cruising at 80mph, but some way off Porsche's, or any other manufacturer's claims. But then that's the cheat, with hybrids.

Panamera 4 E-Hybrid Sport Turismo, to give it its full title, complete with suitably techy Canary Wharf backdrop

PORSCHE 918
Porsche's ultimate supercar used a normally aspirated V8, plus electric hybrid motor to McLaren and Ferrari beating effect. Near 800bhp. Expect technology to influence the 992 hybrid 911



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In the lab, on the mandatory emissions and fuel test rig, they make the big numbers. In the real world, they absolutely don't.

Previous to that an early Cayenne Hybrid conveyed us from the furthest point UK east to the furthest point UK west (that's Lowestoft to Land's End) on the shortest day of the year, in a Top Gear, racing the sun style challenge. Again, the battery pack largely came along for the ride, kicking in only at low speeds and in town.

'In town' is really the whole point of a hybrid, so this time we thought we would play to the Panamera's strengths. Also, the current generation of Porsche hybrids are plug in, too, and the Panamera 4 E-Hybrid has a theoretical electric only range of 31-miles. With plug in comes a big bag of leads and connectors in the back, to deal with the various permutations of charging points that are around. I don't have such a thing at home, or even near by, so it was the extension lead

and a three-pin plug for me. Putting myself into the shoes of a potential, high-earning Panamera man/woman, I deployed the electric only mode to get me to my local station, there and back. A distance of 12-miles. It being winter, it was dark both ways and so power was being consumed at quite an alarming rate. It managed the trip, but with very little to spare and my local station doesn't have any charging points, so no chance of charging while I was theoretically at my high-powered job either.

With hybrid power come concessions – that, after all, has largely been the driving force. That and manufacturers' obligation to reduce emissions across the board. Right now the only way you're going to get into parts of London, without paying a hefty fee, is with a hybrid or an all-electric car, and that includes the Panamera 4 E-Hybrid Sports Turismo, with its combined electric/twin-turbo V6 power output of 426bhp. So, that's

where we're going to go.

Being a simple country lad, driving in London strikes both fear, tempered with 'thank goodness, I never have to do it,' which largely I don't. In fact, the last time I drove in and out of London was in a Panamera Diesel. I know, I feel dirty, but fact is the DERV drinking Panam was the version that made the most sense. The 250bhp 3-litre Audi derived turbo unit really suited the big machine and, in a feature where we contrived to drive the beast from the London Eye to the Isle of Skye and beyond on a tank of fuel, saw over 700-miles from a tank and nearly 50mpg. When you consider that, then hybrids and all-electric cars seem like one step forward and two steps back. No matter what anyone says, that trip in a Tesla or a Taycan would take at least two charges. In some electric cars it would probably take two or more days.

So the Panamera is a go anywhere city machine. Well, as go anywhere as anything

Not a lot to see here. 2.9-litre, turbo V6 is boosted by electric motor

LOHNER PORSCHE
The first hybrid? Austrian manufacturer, Lohner, produced electric vehicles from 1898 to 1906, including this petrol/electric hybrid designed by Ferdinand Porsche

BOXSTER-E
Porsche came up with this in 2011, an all-electric powered Boxster, with 240bhp and 398lb ft torque and weighing 1600kg, with a range of over 100 miles



300TH ISSUE AND COUNTING



GT3 R HYBRID

Save for a last minute hitch, the 2011 GT3 R Hybrid came within an hour of winning the Nürburgring 24-hour race. Hybrid power came from 'flywheel' type motor derived from F1 KERS system

919 LMP-1

Porsche returned to Le Mans in winning style with hybrid racer. Novel turbo V4 engine augmented by electric power at the front wheels. Also went on to conquer Nürburgring and Spa lap records

The Panamera Sport Turismo is a handsome beast, albeit the size of an aircraft carrier!

the size of an aircraft carrier can ever be. Somehow, despite having been plugged in all night, I start my journey with only a half full battery. Operator error, I'm sure, but equally, I'm not sure how. There are various options for optimum progress available via the now familiar rotary disc on the right hand side of the chunky steering wheel. I opt for E-Hybrid mode, which effectively lets the Panamera decide when to switch between battery and engine power, and being largely a motorway schlep I arrive in north London to pick up my snapping chum, Paul 'Charmer' Harmer, with most of my half a battery left.

The Panamera is a fine place to be. The vast interior is all Porsche. Not showy, but pleasingly technical, with a massive touch screen dominating the dashboard. It is distracting, though, particularly when you're trying to learn the various systems and sub menus. This isn't a car that you can just jump into and go. Indeed, from memory, my only drive in a 918 was easier than this. Whevs, I'm sure you get used to it, but equally I'm not entirely sure that I ever had the thing charging and harvesting energy at its optimum while driving, despite what various on screen graphics were showing.

There is clearly a lot going on out of sight and out of mind, particularly in town as the various systems kick in and out. It's largely unobtrusive, but there's some noticeable transmission shunt and the brake pedal

pulses under foot, as it regenerates power. Driving into the City is rather satisfying, as presumably a database somewhere correlates picture with info and deems us clean, but whether Panamera E-Hybrid and others will still get away with it when the congestion charge is extended and eligible cars are re-evaluated, remains to be seen. Certainly there are going to be many in London that are going to be in for a bit of a shock and will be rethinking their car ownership strategy. There's a lot of stick

technology available. All electric is just round the corner we're told, and there's been a concerted effort to really get on top of battery life in the last ten years, but it's clearly been a struggle. Amazing, when you think that the technology has been around for well over 100-years albeit shelved early on, when it became clear that the perhaps cruder technology of the internal combustion engine was, in fact, the best solution to personal transport without restrictions.

This thought strikes a chord later as we

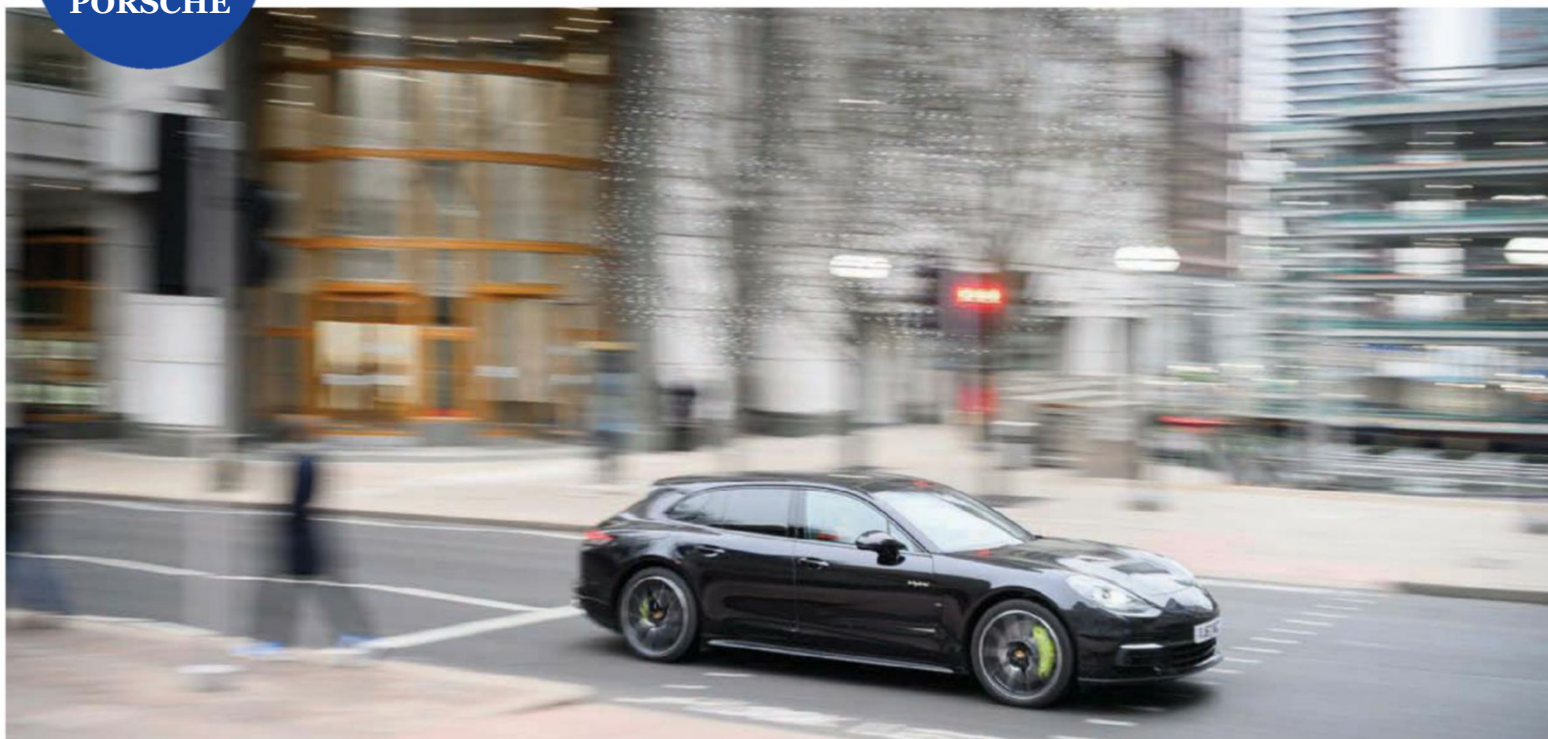
“ This doesn't quite feel like the future, but more the half-way house ”

coming, but not a great deal of carrot. It's not just London either. *911&PW's* central Bath dwelling newshound, Jeremy Laird, has just had to chop his 986 Boxster for a Euro 4 compliant 987, or face a sizeable daily charge. Check out his dilemma on p130 of this very issue.

Ultimately, this doesn't quite feel like the future, but more the half-way house that it clearly is. Vehicles lugging around two means of propulsion isn't really viable, but it's a means to an end and where we are with the

head back into north London on the M1 and draft behind a Tesla travelling at a sedate and deliberate 60mph. Is it possible to radiate range anxiety? Not sure, but Tesla man is clearly eking out his battery range. Porsche is promising 300-miles from the Taycan, which means 300-miles in absolutely perfect conditions. Expect first drives to be carefully controlled, but there will be no hiding from the true range when customers take delivery. If a Taycan can't get from – say – London to Leeds on one charge, then it won't be fit for





purpose. London to Scotland and beyond? I'll time travel back to that Panamera Diesel, that Porsche wishes it had never built.

So what else do we know about the Porsche of the future? Well, the 992.2 model 911 will be available in hybrid form. We know that and we know that Porsche has deliberately left space in the gearbox casing for an electric motor, although quite where the batteries are going to go is another matter. At the front would seem likely, from a weight point of view. A hybrid 911 will be

machine around 2023/4.

Aside from the all-electric Taycan, expect to see all-electric Cayennes and Macans as of the next generation. It's a no-brainer alongside a probable all hybrid range. The days of petrol engines only will be over within the next ten years.

And what of the mid-engined sports cars? Well, aforementioned *911&PW* newshound, one J. Laird, has his ear to the ground on this one. His theory is this: Given that Porsche would normally develop a

going to be the future, as further witnessed by Porsche's exit from the World Endurance Championship and into Formula E in 2020.

The writing is most definitely on the wall as we cruise the Panamera back to Porsche's Reading HQ, having squeezed all the juice from the battery some time ago. A day of stop-start driving in London, plus some sedate motorway cruising, sees the mpg at 30 to the gallon, which doesn't seem a great deal for the might of the technology involved, but such is the law of diminishing returns. And, of course, there is the emissions factor, which is really what all this is about when it comes to city driving.

There's still a lot to play out yet and the days of the petrolhead are not quite numbered, but we've certainly had the best of times. Or have we? Maybe the best of times will be the inevitable mix of old and new technologies to come. Our beloved petrol-engined Porsches are not going to be banned overnight. Yes, they may become restricted as to where they can be driven, but when was driving in a city any fun anyway? As such we are hobbyists and enthusiasts, that's why magazines like *911 & Porsche World* exist. One foot in the past and one in the future. There are interesting times ahead. **PW**

The Panamera E-Hybrid can roam with impunity in London, for now at least

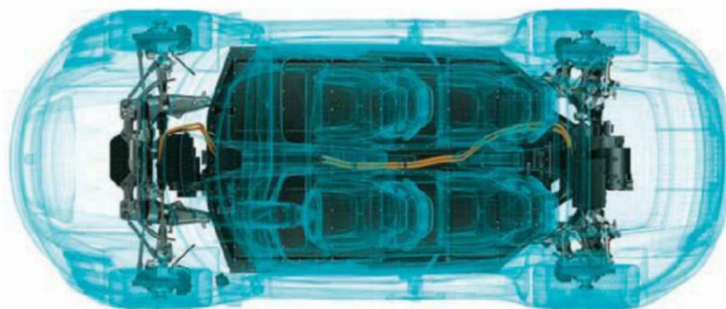
FORMULA E
Nailing its colours to the electric racing mast, Porsche has turned its back on endurance racing in favour of Formula E in 2020. Did someone say 'marketing exercise'?

TAYCAN
Porsche's first all-electric car arrives this year. Claimed 300-mile range, which it will need if it's going to be a viable transport choice

“ The theory, then, is that the mid-engined cars will be electric only ”

a performance rather than eco based proposition. It could, potentially, be a range-topping, halo machine over and above the 911 Turbo, such would be the potential of running an electric motor in conjunction with the petrol engine. For that to be the case, then power will surely be around the 700+bhp mark. Whatever, it's going to be exciting and expect to see such a

new Boxster/Cayman platform around the latest generation of 911 then, in this instance, that clearly hasn't happened. There's been no new Cay/Box sightings doing their thing in disguise at the 'Ring or anywhere else. The theory, then, is that the mid-engined cars will soldier on for another generation, to be reinvented as electric only in due course. Well, why not, if electric is



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WE'RE ALL IN IT TOGETHER!

300 issues in and what is it that makes *911&PW* tick? Well, to a man, all *911&PW*'s operatives are Porsche owners, too, and that's what gives *911&PW* its place in the market

Words: Steve Bennett Photography: Antony Fraser

"It's been a long, hard road, but once you've had a chance to digest this first issue, I hope you'll agree that it's all been worthwhile.

So what is *911 & Porsche World* all about? Despite the dominance of '911' in the logo the fact is we'll be featuring all Porsches, from the humble right through to the exotic. And just as important, and certainly as interesting, the people involved with them."

That was *911&PW* founding father, Clive Househam's, opening paragraph in the first issue of *911&PW* in the spring of 1990, the magazine which Clive sold his own 911SC to finance. There's commitment for you. And 300 issues on and nearly 30-years, the above still counts. Well, it's not rocket science is it? Back

in 1990, when niche was not what it is today, a magazine dealing purely with one marque was quite a novel proposition. A gamble even, when market research

consisted of word of mouth and the route to market was to simply drive the product round the country and put on the shelves of as many branches of Smiths and other news type outlets. And then wait for folk to stroll in, spot it and hopefully buy it. That's the inexact science of magazine sales.

Clive is still at the helm, ably assisted by *911&PW*'s rag tag of jourmos, your current Editor included. That's pretty rare in these days of buy ins, buy outs and the general slightly parlous state of publishing in a digital age. But rather like the vinyl revival, the paper product ain't going anywhere, and there's still kudos to be had from a front cover story in the world's best-selling Porsche monthly mag.

What makes us tick? Well, Porsche obviously, but it's rather more than that. The *911&PW* collective is a 'rag tag' but in a good way. We've been around the block a bit, so we can all write from experience. A few of us like myself, Clive and Keith Seume have a bit of a Hot Rod/motorsport background learning our trade in mags like *Street Machine*, *Custom Car* and *Cars and Car Conversions*. We're not from the mainstream, which has

always given *911&PW* its somewhat left field slant. We don't mind modding and getting oily, we're not precious and we hold little truck with garage queens and investments. We've all lost a shirt or two on various Porsches over the years, but we'll keep coming back for more pain. To a man everyone who scribbles for *911&PW* is a Porsche owner. That is our USP, our beating heart. We're all in this together.

So we've been there, seen it, done it and *911&PW* has told the tale. And boy is it a different Porsche landscape. Consider that in April 1990, when the first issue came out, the Porsche range consisted of just the 911, 944 and 928, and both the front-engined cars were on their last legs, although remarkably Porsche would eke out the 928 until 1995 and get another variant out of the 944, with the 968. Porsche was really just a small manufacturer of sports cars for uber enthusiasts, who bought into the Porsche ethos. The real story to the corporate side is how that has so dramatically changed. The challenge for us has always been how to report on that, whilst still keeping all the other

Above: All ours. The last *911&PW* journo gathering in 2017. Write for *911&PW* then you need to own a Porsche

300TH ISSUE AND COUNTING



The changing landscape of *911&PW* Porsche ownership. Back in 2006, when this *911&PW* Workers Collective was snapped, we mostly owned air-cooled cars. That's all changed now. We all look a lot older, too! Below: And even further back, this pic was taken for the 100th issue. Note founding father, Clive Househam, in the foreground, with 996 Turbo. And yes, that is Chris Horton, with the very same burgundy 944 that he's still restoring in the background

elements of the magazine relevant. You know, stuff like how to replace 944 engine mounts or exposing the M96 engine fiasco...

The future arrived with new CEO, Wendelin Wiedeking, and with it the Boxster/996 platform sharing model and the water-cooled revolution. There were some challenges along the way. How to be positive about the Cayenne for example? Well, not that hard, once we'd driven it. Likewise the Panamera. Ultimately, we have to recognise that Porsche is simply building the cars that customers want and demand. If they don't someone else will and you have to acknowledge that Porsche was well ahead of the curve with the Cayenne. Still, as the non-sports car range has expanded then, as a magazine, we have throttled back our coverage, preferring and recognising reader interest in the more purist sports cars, in all shapes and forms, which can range from a humble 924 to the 918 hypercar. With all that to cover, there really isn't much space for whatever the new Macan derivative is.

From a personal point of view, without doubt, the most extraordinary period of my life covering the Porsche marque lies in the rise and fall of the aforementioned Wiedeking. For years we marvelled at Porsche's sales and financial achievements and the stealthy assault on the mighty Volkswagen, which would,

according to Wiedeking, become a subsidiary of Porsche. And what a mighty fall that was, as Porsche and Wiedeking gambled the company and lost in a spectacular way leaving VW to consume Porsche, rather than the other way round. The wonder is that VW didn't severely punish Porsche, but it clearly recognised the potential of the brand and allowed it to flourish and innovate and before long it was back to being the most profitable car manufacturer in the world. The skill is to be able to do that, whilst still retaining credibility with Porsche enthusiasts.

Other highs and lows. The complete takeover of the classic Porsche market. Such

a shame that a whole generation is now locked out. Owning an air-cooled Porsche was never a big deal, but now it's all about keeping the mileage down on your investment. Sad. Hurrah, then, for the modern Porsche, which has democratised the Porsche scene for real world Porsche enthusiasts. It's no wonder that the *911&PW* crew have largely taken the pragmatic view and got out of the classics and into the modern world. Even Keith!

So that's 300 issues done and dusted. We're going to keep on bringing you the usual eclectic mix of Porsche goodness that has sustained us and the Porsche enthusiast market since 1990. Keep reading... **PW**



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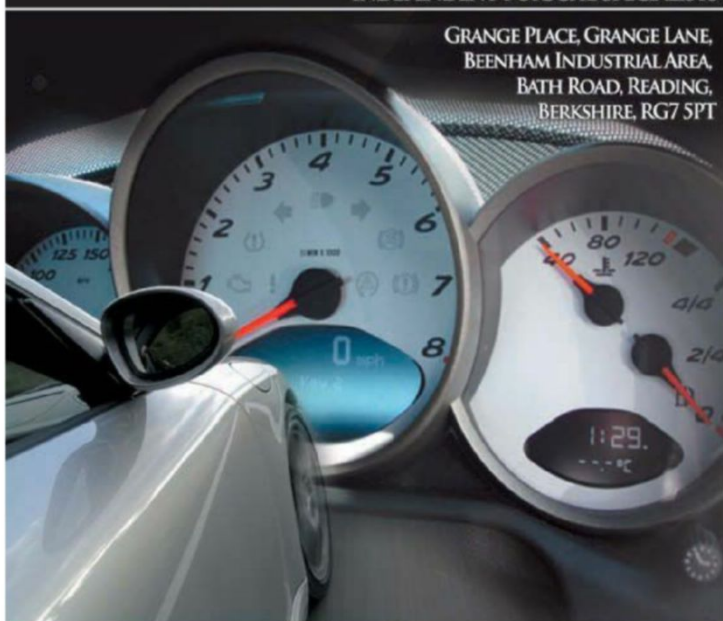
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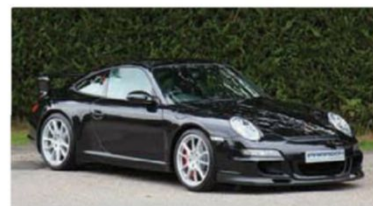
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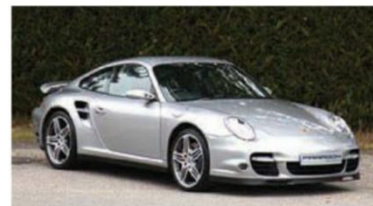
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Words: Johnny Tipler Photography: Antony Fraser

YOUNG AT HEART

When you're backdating a 911 you want to kick off with the most recent incarnation possible, right? So, Yorkshire's 911 Retro Works use 993s as their base cars for the transformation, and we get to drive a couple over the moors

I look pretty good but I'm just backdated, yeah! Thanks to arch mod rockers The Who, it was OK to go back in time, even in 1966. Does that make these 993-based super throwback 911s 'substitutes' for the real thing? Bear with.

Backdated 911s are usually based on early impact-bumper chassis or, for a higher-end job, on 964s. To turn a perfectly decent 993 into a 2.8 RSR lookalike, say, requires a deeper level of devotion. It's all about the imagery. The bulging wheelarches of the RSR set it apart from the slimline 2.7 RS, the one that most copycats aim for. In the case of our hosts, backdating specialists 911 Retro Works, it's equally about the underpinnings. And that explains why they've elected to go the whole hog and use the most up-to-date air-cooled chassis and running gear available: roll up the 993 GTR.

We're over on t'moors, me and snapper Fraser, having motored up Holme Moss from 911 Retro Works' base near Huddersfield with key operatives Rick and Dave in their very latest 993-based retro 911s. They certainly present the muscular and aggressive stance reminiscent of the 1972 RSR – the cars,

that is – though historical details such as Ducktail engine lid have not replaced the 993's electric rear wing. The grey car is their first 993 backdate and is the "show car", while the Signal Yellow one has been built for a customer – Graham Kershaw – who's owned a 993 Targa for some years but keen to see the concept reworked with period styling.

The question you're gagging to ask is, why the 993? We're familiar with people backdating 3.2 Carreras and SCs to resemble 2.7 RSs, and no 964 is safe from the global tentacles of the Singer acquisition offensive. 'It's simply the drivability of them,' says Graham (a *911&PW* reader), who's joined us for the shoot, as well as having a first go in his new car. 'They deliver the power better, and they're much more finished off than a 964.'

911 Retro Works have been down that road, too. The company was founded in 2008 by Rick Findlow, joined soon afterwards by Dave Gawthorpe. Formerly a world class athlete, Rick built his first backdated car in 2006. 'I fancied something a little bit more classic but retaining some usability and performance. At the time my daily driver was a 993 Turbo, so a relatively high-performance car. But there's something appealing about a more basic car, so I





backdated a 3.2 Carrera. Dave and I just bought panels like everyone else, bolted them on and it was fine, but quite quickly people were saying, "can you do one for me?" and it took off.' They didn't start off with the idea of creating a backdating business, but within a short time their order book was full and it became quite serious. 'We quickly realised that all the parts we

tutor was Aerial Atom designer Simon Saunders, Dave was impeccably qualified to draw and create the flared wing panels from which he would fabricate the RSR-style bloated wings. His forte is shaping and building things. 'Nowadays everyone uses computer design, but I'm a hands-on old-fashioned crafts person. Over the years we've done some narrow bodies and some

Meanwhile, their catalogue offered a range of 911 retrospectives, including the STR, an outlaw bearing hallmarks of the ST; the GTR and GTR Targa, similar in appearance to our subject duo, though built on 964 donor cars; and the 50th Anniversary Special, a particularly clean-cut take on the 964. The inventory is now augmented by the 993 GTR.

The influences are obvious, but what isn't so obvious is the starting point. Most would say 964, but things like the placement of the windscreen wipers say 993

“ Nobody else has done this, so we're pioneering a little bit ”

were buying in were more like track-day or motorsport quality; the panels weren't even uniform, never mind straight, so we decided early on that we would make our own panels and parts and produce a quality car, rather than just bolt stuff on.'

A graduate of the Automotive Design course at Coventry University, where his

wide bodies, probably twelve 964s in total, before moving on to 993s. When we set out with the 993 project, we thought, "nobody else does this," so we were pioneering a little bit. The 993 is the most difficult of the later 911s to backdate because all the panels are different, and the chassis gets in the way in certain areas.'

Rick had the 993 concept in mind from early on because he liked the way it drove, as well as its reliability and day-to-day practicality. 'I looked at what other companies were doing, and I could see that Singer started with a 964 and they put on 993 wipers and 993 transmission, so I thought, "why don't we just start with a 993 and have done with it?" The newer the technology we can use, the better the end result. Because what you're getting at the end of the day is the very last of the aircooled 911s, but finished with the archetypal classic look. It's the purest look, the one that's most pleasing to the eye for the majority of enthusiasts. As far as we know we're the only people in England

Certainly there are Singer influences here, and there's only so many ways to skin a cat when it comes to a retro Porsche interior. Regardless of that, the quality is where it needs to be





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using the 993 like this. Though why Singer didn't base their car on a 993 I'm not sure, because the suspension geometry is a lot better than the 964.'

It took Rick and Dave about 18-months to get the design right and the parts made. They recognised that the 993 offered even greater potential for a sophisticated

that we're working on the basis of a 993, rather than a 964, and that's how Graham (Kershaw) came to buy his car. We ended up changing his car mid-build because he wanted air-con and the grey car didn't have that. I sourced the donor car for all the 993s we've backdated, though it doesn't have to be that way round: sometimes a client

highlights mechanical aspects that need remedial action in the course of the build, such as fitting a new servo on the clutch. Apart from having the classic panels, the customer can choose to keep or delete the sunroof, whether to have a flat engine-lid, a Ducktail, or retain the 993's elevating spoiler system, as well as specifying details such as the drilled door handles and particular mirror style, colour-coded fan cover, calipers and rev-counter. 'There are lots of aspects of a 993 that are not like an early '70s 911, but I didn't want to get rid of things that are beneficial, so I kept the 993 wipers. But then we've gone back to old door frames which aren't too detrimental. The 993 headlights were poor by modern standards, let alone the '70s, so we've fitted LED headlights from the States, and we're using LED rear lights and indicator lights as well.'

The donor car has to be in excellent condition in the first place – which, happily, applies to the majority of 993s. 'We don't

The Retro Works team. On the left Dave Gawthorpe and on the right, Rick Findlow

“ We don't use any wrecks. The car will be good quality to start with ”

retrospective, with its more modern suspension and running gear, though they were not oblivious to the inherent problems that would cause. Rick describes the process and methodology: 'If somebody came to see us and said they were interested in our GTR body style I'd hint

might have had a car five years and is thinking of transforming it into something a bit different.' Rick then spends a fortnight driving the base car around to get a good feel of it, to be sure they're not going to make any unwelcome discoveries at the end of the build. This procedure also

Retro Works is leading the way when it comes to taking a 993 and giving it the retro look





This is what you want to see in the back of your backdated 911, a 993 motor, the ultimate evolution of the air-cooled engine. Retro Works use FVD 3.8-litre engine kits, to give 335bhp

use any wrecks,' affirms Dave. 'The car will be as good quality as possible, and preferably low mileage, so they'll be a lovely car before we get them.' I contend that it's still surprising that a customer would design to cannibalise a 993, which is a valuable and desirable car in its own right. 'That's the strange thing about the classic market, isn't it, as to how valuable the cars are from 1972, even though in this case it's a replica. But still, the money follows them, and it's quite astounding really.'

There's no standing on ceremony. Once the donor 993 is in the workshop it is completely dismantled. 'We lift all the interior out, get the engine out, the suspension off; there's not a lot that we don't touch.' The front wing panels unbolt, and the rears are removed by cutting off the spot welds and gently easing them off. There are fundamental differences between the heights and contours of the front and rear slam panels, too: the front of a 993 is higher, as it is in the engine bay. And on a 993 the bonnet-line sits halfway between the headlights, whereas on a long-bonnet car the bonnet closure lies at the bottom of

the headlights. As for the welding and structural changes, the front inner wings, front panel and boot floor are all adjusted so they can fit the classic panels and original long bonnet. All the new wing panels are in epoxy resin with marine-grade gel coat construction so they don't flex. Not to put too fine a point on it, they are rigid. And thick. The rear quarter is integrated where the panels normally would be attached, and the original doors, roof and scuttle are all that's left of the donor 993. Then begins the laborious process of fabricating and fitting the new bodywork to achieve a perfect finish. Once that's done, the details can be taken care of – not forgetting the mechanical work as well, with engineer Dave Benson handling the lion's share.

Having previously rebuilt engines in-house, they now farm them out to air-cooled specialist Dave Sunderland at nearby Strasse in Leeds, so all three 993-based cars have had their engines done at Strasse. 'Spec wise, we've gone for a complete rebuild, right down to the bare crankcase and rebuilt from there upwards,

all new bearings, with 3.8 barrels and pistons. We use a package sourced from FVD in Germany, where they've got a wealth of experience and a package designed for our car with the 3.8-litre conversion, sports camshaft, springs and FVD software to match the engine modifications and the exhaust, fully optimised, though staying with the standard ECU.' To be precise, it is FVD's tuning kit 4, which lifts the power of a later Varioram 993 like our test cars to 335bhp.

The exhaust is supplied by Cargraphic in Landau, Germany. 'Thomas Schnarr put us in touch with his guys in the UK and we sent the grey car down and they made everything to fit, including 100-cell sports cat and silencer with the vacuum flap valve to open it up. The quality is really nice, it sounds good – it's expensive, but it's a no compromise car.'

Yep, no expense spared on the wheels and the trad imagery either. They're Fuchs replicas on both cars, each wearing Michelin Pilot Sport 4s, which are 235/45 ZR17 on the front and 275/40 ZR 17s on the back. 'They're made in Germany by a





firm who take the Fuchs centres and fit them to inner and outer rims to our offset, so they fit the body perfectly.'

As Ant ponders the location, I contemplate the cabin of the grey car. The attention to detail and finish is pretty amazing, with retro aluminium gear-knob, aluminium handbrake lever, aluminium pedals and foot-rest, plus leather-rimmed

dashboard matches the seat upholstery, which also clads the doors and extends into the two rear chairs, so the weave goes right round the back of the cabin rear above the rear arm rests. They've installed a sophisticated audio system, but it's all hidden, with speakers mounted under the leather of the parcel shelf, sub in the footwell, and amplifier under the seats. The

to insert the hose into the orifice.

Yellow GTR owner Graham joins us on the shoot. He has a lifetime's history with Porsches: 'ever since I was a kid when I had a toy one, and as an adult I've driven a lot, and especially my 993 Targa which I drive to our place in the Alps. When I first spoke to Rick about doing a backdate he was using 964s, but I fancied doing a 993 because the suspension was that much more sophisticated. I love that early 911-912 nose, and that's what I wanted the front of it to look like.' It's a bespoke car, in fact. The upholstery is different in the yellow car, with carbon effects and no centre console to further the minimalist classic look. The leather upholstery also has the hand-woven effect with yellow stitching and yellow visible in the roundels inset in the squabs. The matching yellow rev-counter face is a nice touch, too. This is not to eschew modernity: 'It's got air-con, sat-nav and Bluetooth so I can use it as a daily driver,' says Graham.

It's time for a serious drive across the

Obviously the game is spot the donor. Clues? Not many, but the engine lid does sit higher up on a 993, meaning the rear panel has more depth than, say, with a 964 conversion

“ It's got air-con, sat-nav and Bluetooth, so I can use it as a daily driver ”

Momo Prototipo steering wheel with Porsche centre. Upholsterer Steve George looks after the furnishings, using leather throughout. The old seats are reupholstered, with carbon backs if required, and with the electric adjusters in place. The plaited leather weave across the

yellow car has had a 993 RS rear screen fitted so the wiper mount is absent. The racing-style fuel filler in the centre of the front lid doesn't impact on the luggage space, and it means you can stop at petrol pumps on either right- or left-hand side, though you do have to stretch over the wing

Details... Drilled door handles are a nice touch. All builds are – essentially – a blank canvas





CONTACT

Rick Findlow
911 Retro Works
The Old School
Hopton Hall Lane
Upper Hopton
Mirfield WF14 8HP
Yorkshire
retroworks@hotmail.co.uk
01924 445594
911-retro-works.co.uk

moor. It's a fabulous sunny day, the A6024 Woodhead Road has a good surface, stretching way out across the valley, with bare hills and hairpins promised up ahead. And, praise be, astonishingly little traffic – though the number of lycra-clad cyclists evidences the location of Le Col de Moss, a stage on the Tour of Britain bike race. I'm in the yellow GTR, and it quickly reveals a fabulous amount of power and a fluent, notchy gear shift as I work through the 'box. It's perfect on the turn in and powering through the corners. It is a firm ride, and as we gel, me and the car, it really is very exciting, oodles of acceleration and grip. One of those cars that feels as if you can do exactly what you want with it, the whole thing is working with you. Later, in our quest for a stills location we motor along a potholed track leading up to Castle Hill (106ft) and it's a reminder of how amenable the 993's multi-link suspension is. The yellow car feels firmer than the grey one, though both are running H&R fully adjustable coilovers, but the yellow one is set up slightly harder. Both are quite compliant, stable, with a nice ride and perfectly suitable for touring.

I switch over to the grey GTR. I revel in

the liveliness of the chassis, the accuracy and power, and immediately I can tell it's subtly different to its stablemate in terms of the nature of the shift, the brakes and the clutch. But most obvious of all is the seating position: those in the grey car have me sitting slightly lower, and for me, it's a slightly more comfortable driving position. I'm giving it a bit more oomph for the

despite a modicum of suspension work. It's so poised and locked down, with none of the crazed brutishness that a competition car can dish up.

There's a paradox going on here, though. If 993s are the newest embodiment of the 911, aren't they being sold short? Old before their time? More like, 'Hope I die before I get old?' That's too simplistic,

“ Retro Works have recaptured that classic charisma ”

cornering shots, and it brings out the hero as I'm working at the wheel. It's an exhilarating experience. It may look like a 2.8 RSR, but does it go like one? Well, obviously it's not race-raw like the vehicle it seeks to resemble, though there is a psychological element at work that stirs you into thinking, well, perhaps it does, a bit. But the reality is, its behaviour is locked into the way more superior chassis and running gear of the 993, and that's your answer,

though, because as backdates, they're just part of the vintage zeitgeist. Styled in 1989 in a desperate quest for modernity, the 993 was, for some, a step too far, excessively compromising the 911's traditional looks. Pragmatically, then, 911 Retro Works have spectacularly recaptured that classic 911 charisma. And they do 'look pretty good together': like The Who's super throwback anthem, some things never really date, do they? **PW**

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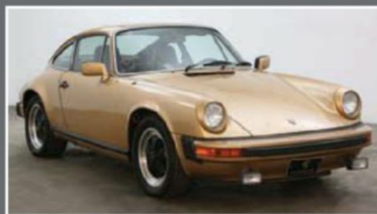
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1977 Porsche Carrera 3.0 Targa Stock #09219

This low production 1977 Porsche Carrera 3.0 Targa presented here is available in its original color code#443 copper brown metallic with a tan interior. It is equipped with a 5-speed manual transmission with a 2.7-liter engine, power windows, Fuchs wheels and includes the jack, spare tire and tool kit. It has a lot of potential and is very well priced. It has had the same owner for many years and has just come out of storage.

For \$29,950



1970 Porsche 911S Targa Stock #10253

This legendary 1970 Porsche 911S Targa is available in black with black interior. It comes equipped with a correct 1970 2.2-liter 911S engine with a 5-speed manual transmission, dual Weber carburetors, painted Fuchs wheels and includes the spare tire. A very clean and presentable vehicle which is highly collectible and sought after and an excellent investment. It has had the same owner for many years and is mechanically sound. Don't miss out on this sharp looking example.

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1968 Porsche 912 Stock #10333

This very sharp 1968 Porsche 912 is available in black with a black interior. It comes equipped with a 5-speed manual transmission, dual carburetors, Fuchs wheels and includes the spare tire. Over \$18,000 has been spent on the car within the last year and comes with the receipts. An excellent original California car which is a very clean and presentable weekend driver which is mechanically sound.

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1989 Porsche Carrera Stock #10342

This very presentable 1989 Porsche Carrera with matching numbers is available in its original gorgeous color code#L22E forest green metallic with a tan interior. It comes equipped with a 5-speed manual transmission, air conditioning, power windows, power seats, BBS wheels, power sunroof and includes the jack and toolkit. An extremely clean and presentable Carrera which is mechanically sound.

For \$39,500



1996 Porsche 993 Carrera 4S Stock #10399

The 1996 Porsche 911 Carrera 4S (993) is available in its original color code#84S arena red with a tan interior. It comes equipped with a 6-speed manual transmission, air conditioning, cruise control, dual airbags, power windows, power steering, power seats, power sunroof, OEM Porsche stereo, drilled rotors, Porsche twist wheels and spare tire. The original owner's manual and service documentation is also included. The Carrera is mechanically sound.

For \$59,500



1982 Porsche 911SC Targa Stock #10297

This very sharp 1982 Porsche 911SC Targa shown here is available in black with a black interior. This 911SC Targa comes with a clean CarFax and is equipped with a manual transmission, air conditioning, power windows and Fuchs wheels. The original owner's manual is also included as well as the spare tire, toolkit, and jack. This excellent weekend driver just came out of the dry desert state of Arizona and is mechanically sound.

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TECH: HOW TO

IN THE NICK OF TIME

Not so much a how-to story this month; more like what you need to know before you even start, and crucially including the knock-on effects of the updated replacement parts you will have to buy. Chris Horton looks at a water-pump overhaul for the balance-shaft M44 engine in a badly neglected but luckily still sound 924S



For me, one of the most appealing aspects of assembling these how-to stories for *911 & Porsche World* is that I never know precisely what challenges each job will bring. Coming soon, for instance, I have a clutch change on a 997 Turbo, which unsurprisingly proved to be a bit of a mission. But even something as apparently straightforward as a water-pump and timing-belt overhaul on a 1986-model 924S can lead, as here, to all sorts of unexpected problems. And, with luck, to their solutions.

The job was itself an unexpected bonus of a trip to Auto Umbau in Silsoe, Bedfordshire, to give my own 944 – parked over there these past few months – a post-Christmas work-out. On the lift was a 924S similar to my silver car and, also with a 'C'-prefix registration, of more or less the same vintage. (And the significance of this will become clear in a moment.) Proprietor Robin McKenzie had sourced the car for a customer who plans to use it for Tarmac rally events, and despite its many plus points it had a catastrophic leak from the coolant pump. (The fault, one of several

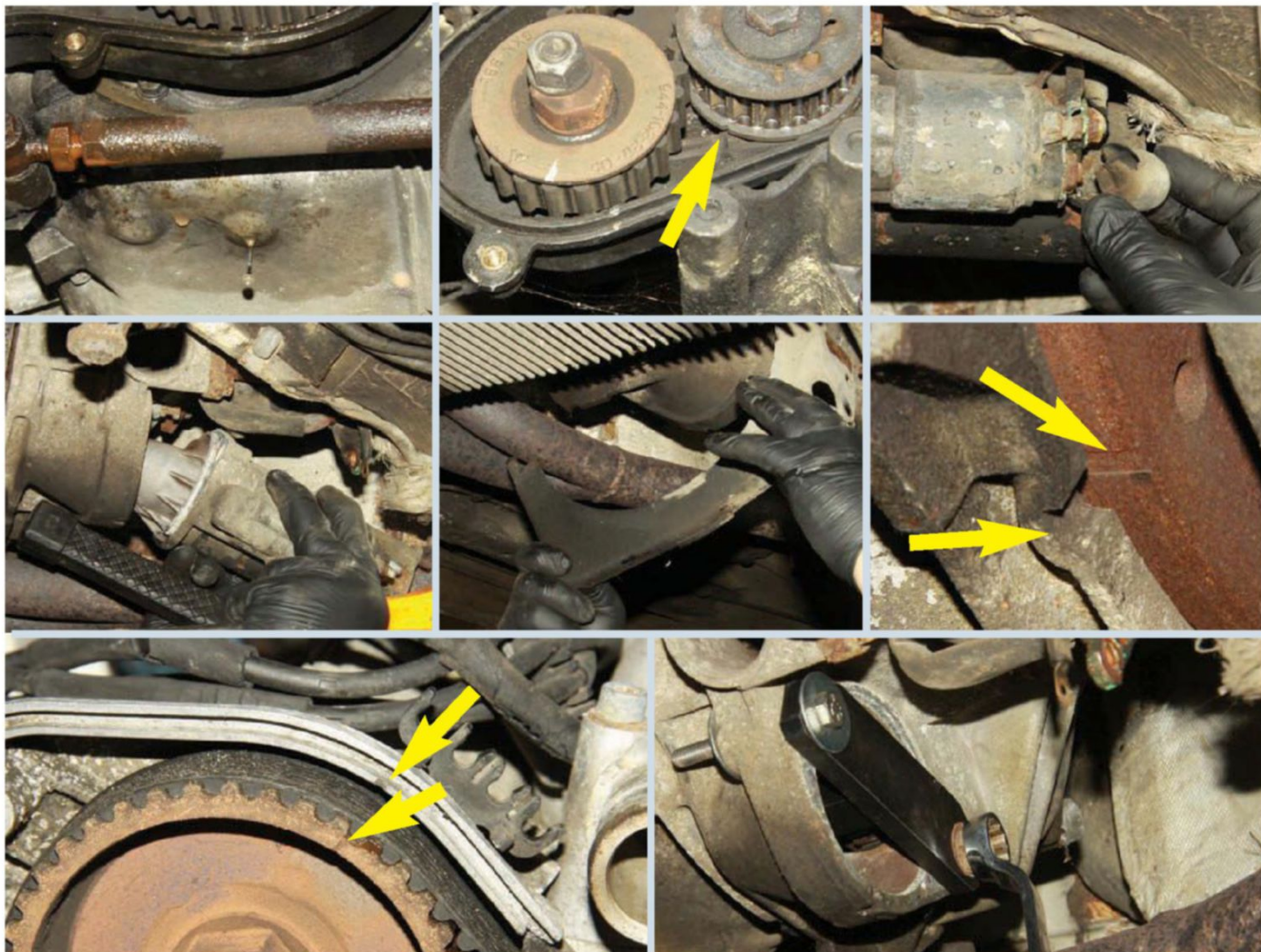
immediately spotted by Robin when he inspected the car before purchase, had been factored in to the price.)

Having recently renewed the balance-shaft and camshaft drive-belts in my own 924S (see the May and June 2018 editions), I would have no professional interest – or so I imagined – in seeing those tackled again here. But on that previous occasion we had purposely not touched my car's healthy water pump, and so that aspect of this new job certainly would be worth following. Those of you with long memories might recall that I fitted a new

Key to this task is being able to lock the crankshaft to remove the bottom sprocket – and then having a bar long enough to undo the M16 bolt. Top photo shows old and new – spot the differences. Original camshaft drive-belt must have been on the verge of failing. Wear most likely due to partially seized roller. Or just old age

Coolant leaking down from the water pump in a steady trickle.

Whoever was last here seemingly didn't fully understand the relationship between components inside the timing case: white mark had been made on tensioner, not the lower balance-shaft sprocket – although in truth the latter was correctly positioned (see arrow). Perished cover for electrical lead was indicative of the car's age: starter motor has to come off to allow the fitment of the special locking device that must be applied to the teeth of the flywheel ring gear. Before that, though, it's essential to rotate crankshaft such that the timing mark on the flywheel – a shallow groove – is lined up with the cut-out in the housing, and also that the mark on the camshaft sprocket is aligned as shown. If not – and certainly if they are not thus aligned when you fit the new camshaft belt – you will have a big problem. Valves, meet pistons. Pistons, meet the valves...



pump to the left-hand-drive 944 a few years ago, breaking one of the securing studs in the process, and I was keen to see how AU technician Terry Parker might deal with this all too common problem. (He didn't need to, as it turned out. Lucky him!)

The first surprise was the parlous state of the camshaft drive-belt; or perhaps that it was somehow still intact. Its normally smooth rear face had been significantly

eroded, probably by the partially seized vibration-damping roller over which it runs, leaving all too visible the matrix of internal wire strands upon which the belt depends for its integrity. It must have been dangerously close to failing – which would most likely have damaged the engine beyond economic repair, and might even have rendered the entire car a 'breaker'.

The second surprise, with the camshaft

belt removed, was the large axial movement in the water-pump pulley, and the loud grinding noise from the ruined bearing when spinning it by hand. I didn't hear the engine running, but it must have been making a terrible racket. Precisely why the pump had failed in such a big way is debatable – the car has only 86,000 miles on the clock, and its overall condition suggests that to be accurate – but poor

With the crankshaft safely locked (and no less crucially the camshaft must remain exactly as set for the duration of the job), remove the four M6 screws securing generator-belt pulley to the bottom sprocket. (This car has non-assisted steering, so no pulley for that.) Slacken off the tensioner for the balance-shaft belt, and then ease the latter off its sprockets. Undo the large (M16) screw. That must later be tightened to 210Nm, so make sure you have the necessary equipment, and not least a capable torque wrench. Sprocket was tight on crank – quite possibly it had never been off since the car was built, as further indicated by pristine shank of that screw – but some gentle tapping and levering did the trick



TECH: HOW TO



Small-diameter upper roller, together with the absence of a plated separator blade between the two opposing runs of the camshaft belt, show this to be not just an 'early' M44 engine, but also one that has never been updated with the later-type water pump, and again suggests that everything you see here has been undisturbed since 1985, or quite soon thereafter. Worrying, of course, but luckily we got here just in time, so no lasting damage done. Some sort of peg spanner is needed to counter-hold each balance-shaft sprocket while you undo its securing screw. There is a special Porsche tool for this engine, but the device shown here is actually for a 993. Arguably it does the job as well, if not better – and it's not too difficult to make something similar. Rear half of the timing-belt case was caked in dirt and oil, and not least many fragments of the old camshaft belt, which as well as being abraded by the roller has clearly been rubbing against the plastic

THE KNOWLEDGE – 1

One of the challenges in working on Porsches of this age is that the company has long been in the habit of upgrading individual components as production progresses. Delve deep enough into the 'PET' parts catalogue and you will usually find a specific VIN and/or engine number at which any relevant change occurred, but few of us outside the independent network have access to that. And there is no guarantee that your car, or any others that you might be able to compare it with, is 'original' to start with.

Here, for instance – and we are talking about a now nearly 34-year-old – it came as something of a surprise to find an early-type water pump in a vehicle that is nominally the same age as my silver one, and which actually has a slightly higher serial number than mine. But that is easily explained by the fact that my 924S must have needed a replacement pump at some time before I bought it, and so would presumably have been fitted with the later-style parts that superseded the earlier ones.

Just for the record, by the way, my oval-dash 1985/2 944 has always during my tenure – since 1999 – had the later pump, with its distinctive chrome-plated belt-deflector blade. So presumably that, too, was either upgraded some time before I bought it, or else – as a

significant model update in its own right – had it from new. I can also report that my old red 924S – on a 'D'-plate, but with a VIN roughly midway between the car shown here and my silver one – always had the later blade-type water pump, as did the replacement engine that I fitted in 2007.

Either way, before you begin this task you need to ascertain exactly what you are dealing with so that you can order the relevant parts. Take off the upper section of the timing-belt cover (seven M6 screws), and all will be revealed. If you see a shiny metal blade separating the teeth between the two runs of the camshaft belt then you have a later car, or an earlier one that has been updated. No blade? In that case you are still going to have to order not only a new later-type water pump, but also the blade and its two special (and expensive; roughly £12 the pair) fixing nuts. You will also need the larger-diameter upper damper roller, plus the toothed tensioners for the camshaft and balance-shaft belts, and not least the further smooth-faced damper roller for the balance-shaft belt.

Depending on where you source your water pump, you are also going to face a bit of grief as far as the thermostat is concerned. In a genuine Porsche pump the device is secured

in its recess by a thin rubber seal that fits around its circumference, and then a circlip over that. In the after-market pump shown here, however, the groove for the circlip is machined slightly higher, such that the standard Porsche thermostat would be too loose a fit. The answer lies in the matching after-market item from Euro Car Parts, which with its thicker edge and perimeter seal takes up all of the slack.

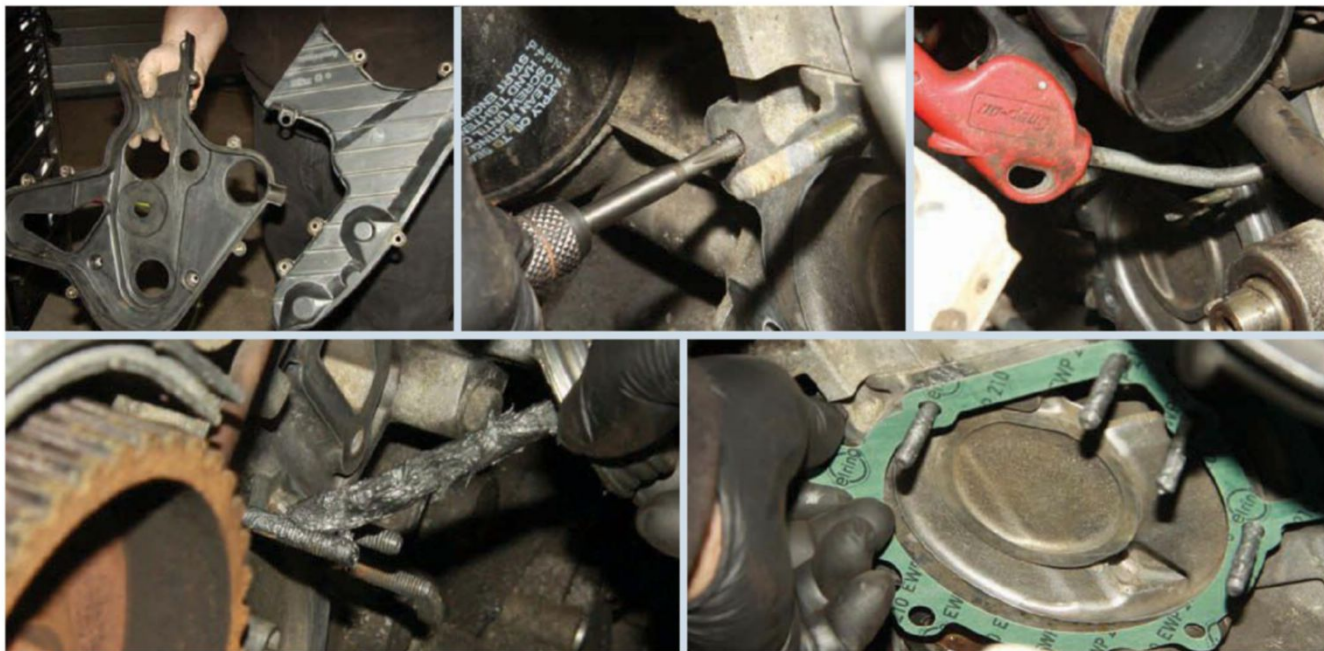
The final complication is the rear half of the timing-belt cover. If you started with an early-type pump and the original plastic moulding, then the latter will need to be modified by cutting away the centre section in order to accommodate the separator blade and its mountings. There is a template available on-line at rennlist.com, but the photos on page 113 should serve as a pretty good guide. Just be very careful, of course, and don't take out too much in one hit – you can't put it back. Best tools for the job are a sharp, strong knife, a Dremel-style cutter, and a fine file for smoothing off the edges. Oh, and if you were thinking of splashing out on a new moulding from Porsche, don't bother. They are no longer available – and so good second-hand ones are predictably scarce and expensive, too.

The water pump is secured to the cylinder block by a mixture of M6 screws and studs with nuts and washers. Not surprisingly, all were showing signs of corrosion, but fortunately none snapped, as has happened to this writer on several occasions – and the inside of the water jacket seemed fine, too. Old pump was completely worn out. Brown stain below pulley shows where coolant has been leaking for possibly years, and the axial movement on the shaft was huge. Thermostat was most likely OK – and it can be tested in boiling water, of course – but would ultimately be replaced with an after-market item to suit the after-market new pump



Carefully cleaned, the timing-belt case is fit for another tour of duty – although it later became apparent that it would need to be quite significantly modified in order to accommodate the new-style water pump, with its mounting spigots for the separator blade. (We thought at first that simply drilling some additional holes might suffice.) For a template have a look at rennlist.com.

Obvious precautions before fitting the new pump are to clean out the screw holes with an M6 tap, and to coat all threads and shanks with anti-seize grease, here a special grade for use between dissimilar metals, although the usual copper-based stuff is fine if that's all you have. Blow through the water jacket with an air-line: that will help to expel as much as possible of the remaining old coolant. New gasket doesn't require any additional sealing compound



servicing (borne out by the state of the camshaft belt) and a failure to renew the coolant (and its built-in corrosion inhibitors) at the recommended intervals have to be high on the list of suspects.

No less interesting was the design of the various components within the timing case – and as it turned out it is this aspect of the story that might be of the most value to any of you in similar circumstances. Over the last 20 years I have worked on at least half a dozen of these M44 engines, but all but

two – as far as I can remember – had what you might call the 'middle period' layout; that is to say with a manually tensioned camshaft drive-belt, rather than the later semi-automatic device, and also with a curved separator blade to prevent the belt's teeth, travelling rapidly in opposite directions, ever touching each other.

Here, though, in what would presumably be deemed an 'early' engine still with its original pump, there was no such separator blade, and the upper damper roller – the

one that must have done the damage to the back of the camshaft belt – was of a smaller diameter than I had seen previously. Clearly, then, and given now the unavailability of new pumps to that original specification, we were going to have to think on our feet, and do some subtle mixing and matching in order to update the engine – and which, given its intended purpose, would obviously be no bad thing. For the full story see the accompanying photos and captions. **PW**

THE KNOWLEDGE – 2

Most of the components you will need for this job – pump, belts, tensioners, rollers, even the later-type deflector blade – are available from Euro Car Parts. Have a look at its website – eurocarparts.com – for prices. Note, though, that two grades of water pump are available: after-market at currently £212.99, or OE-quality at £432.69. Currently none of the three types of original-equipment pumps is available from Porsche. Whether that OE-style unit from ECP obviates the need for the matching 'thicker' thermostat (£11.09) we can't say.

You will in any case need a new pump gasket – £4.59 from ECP, £4.38 from Porsche. The deflector plate costs £14.59 from ECP, £11.02 from Porsche. The two securing nuts, which we believe to be available from Porsche alone, cost £13.82 the pair. All those figures include VAT. Set aside around £100 for some fresh anti-freeze coolant, too. It is the failure to replace this at the recommended intervals that lies at the heart of many Porsche engine problems, reckons Robin McKenzie at Auto Umbau (01525 861182; classicporscherepairs.com),

and he argues that the diminution of its corrosion-inhibiting properties was almost certainly the major contributing factor in the demise of this car's water pump. You can still buy the older-style blue stuff, adds Robin, but this was superseded in about 2002 by the pink fluid that you will for obvious reasons see (or should see...) in all later Porsches. This offered a longer working life – five years as opposed to the previous two – but naturally leads many people to believe that it lasts for ever. It does not!

On the home stretch now: fit the new pump, gradually and evenly tightening the screws and nuts, and then adding the separator blade and its special (and expensive) securing nuts. It's vital to use only these, though. Ordinary M6 nuts and washers might look as though they do the job, but they won't locate the blade properly, and could well come undone. New after-market pump (and it seems they are currently not available from Porsche) has a slightly different groove for the thermostat's securing circlip, leaving the Porsche thermostat too loose a fit to work properly. Answer is an after-market thermostat, too, with a thicker edge to take up the slack. Last two shots show the main hardware all back in position, plus the section that had to be cut away to clear the later-style pump



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GOLDING BARN GARAGE

Golding Barn Garage is quite unlike anywhere else we've visited recently. It's not just a workshop or a restoration centre; it's more of a one-stop-shop for all things Porsche, and then some!

Words: Paul Knight Photos: Pete Jones, Paul Knight



Wandering around the various workshops and units that make up the Golding Barns Garage set-up in Henfield, West Sussex it quickly dawned on us that this place wasn't like the typical automotive business, it was more like a close family or group of friends that were not only highly skilled, but were

also just about as enthusiastic as can be. Everyone we spoke to was upbeat and happy to talk about the particular job they were working on that day and the positive vibe immediately made us feel right at home. It's easy to see why GBG customers rave about this place, as it was just the sort of firm we'd be happy to trust with a classic or cherished Porsche. Chatting with proprietor Olly Wheatley, he

explained that it had always been his dream to run a professional and reputable set-up like this, and it wasn't something that just happened overnight – GBG as it stands today is the culmination of many years of hard graft. To cut a long story short, Olly earned his mechanic stripes working at various independent and main dealer workshops but always felt that he needed to branch out on his own one day as working

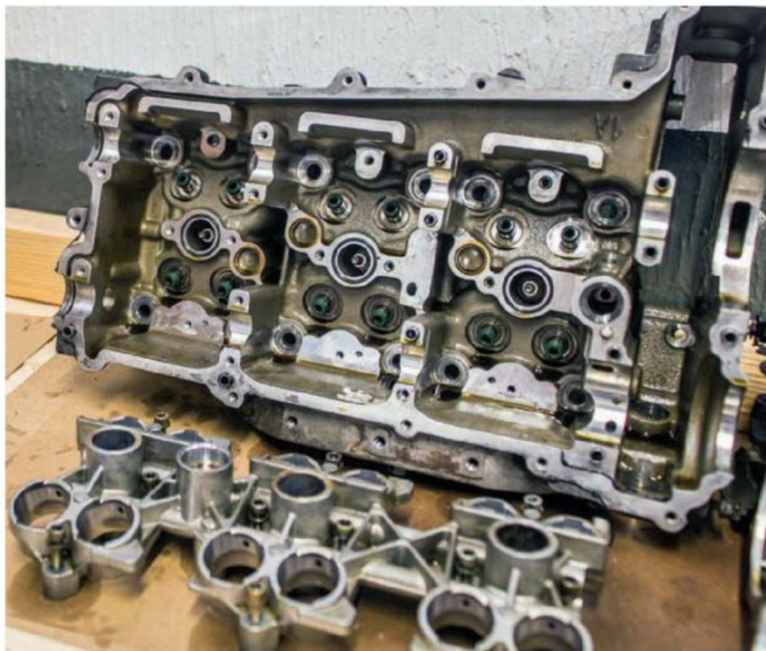
Above: Golding Barn Garage occupies a number of units, which provide dedicated servicing bays, general workshop space and lifts, a body shop and a restoration barn



Left: This car had arrived with engine issues and was receiving some much needed TLC

Right: GBG tackle all kinds of mechanical work including engine and transmission overhauls – this 996 motor was being treated to a full rebuild when we visited

Far right: These guys even have their own range of merchandise... Check the website for further details



for a large company and covering the same old jobs day in and day just wasn't part of his long term plan. He commented, 'One day I decided enough was enough and that it was time for a big change and a fresh direction so I put the house up for sale, quit my job, packed everything up and took my wife and our lives over to Andorra'. This gave Olly time to think things through and make a fresh, long-term plan, which would eventually involve moving back to the UK two years later. 'At first I rented a small garage and worked alone as I had a good customer base from my previous employment – you know, owners that trusted me to work on their cars whether I was at a large dealership or a small lock-up', said Olly. This was back in 2011 and, as the overheads were low, he found he could almost pick and choose the jobs he wanted to do, which meant that he could pay the bills without working every hour available. He said, 'I started off quite

relaxed about things and was working a few days a week but I felt so much happier as my own boss and I was loving the variety of work'. However, word soon spread and Olly knew that he could do more with the business if he had more space and some extra hands on board. And so, in 2013,

and that's a large and very important factor in the success of the GBG business.

So what exactly is it that GBG offers? Well, the simple answer is 'pretty much everything'. First of all, these guys don't just work on Porsches, they cover all bases. It just happens that they have a particular

“ Olly's handpicked crew of friendly professionals make up a killer team ”

Below from left to right: Micky Lawson, Mick Wheatley, Olly Wheatley, Zara Atanes, Alex Sharp, Pete Jones, Brett Kiddie, Keith Charles, Jay Cruz

things took a big leap forward. He explained, 'when the workshop units we're in now became available I up scaled things and, working with my ace team, things have continued to develop ever since'. Olly is the first to admit that his handpicked crew of friendly professionals make up a killer team,

passion for the Porsche range of vehicles and have built up a solid reputation amongst enthusiasts and owners, which has led to progressively more Porsche-related work over the past few years. Olly also has a soft spot for the odd Porsche himself, too – but we'll come back to



TECH: SPECIALIST



Left: This is Olly's own 997 project – it arrived in a sorry state but is being transformed into a low and wide street machine (note the exhaust tips in the rear bumper!)

personal projects a little later on in this piece.

Olly explained, 'We service and maintain a lot of local vehicles – I mean daily drivers

covering all kinds of work from basic servicing through to engine rebuilds and total restorations. The workshops are set up to tackle all kinds of work on any vehicle –

“ We service and maintain a lot of local vehicles, daily drivers of all ages ”

of all ages and types, however we do specialise in luxury and top end vehicles, I guess'.

On the day we visited there was an impressive collection of machinery in

we watched a Transporter van having the alignment reset following the fitment of a lowering kit while next door there was a 996 engine in pieces and ready to reassemble following some machine work.

The storage unit included some interesting projects (including a drag car and some classics) and, just across the yard, was yet another barn (I use the term loosely as it's actually a modern and well-equipped unit, despite the 'barn' title), which was the home of a large paint booth and a collection of tooling and restoration equipment, plus a few 'in progress' projects. GBG has a great reputation for top-notch paint and body repair but we'd certainly suggest you take time to look through the blog (on the website) where you'll find some detailed coverage of some superb restoration work, too. The blog will also give you an idea of the wide range of work these guys tackle – everything from stocker to

Below: Olly's 997 is part way through a wide-body overhaul – the wheelarches being sliced and sectioned in steel to provide a subtle, yet moody appearance



Right: Olly Wheatley is involved with every part of the operation...although you're more likely to find him getting his hands dirty than working in the office

Far right: This superb 964 belongs to a long-term customer and has been modified and reworked by GBG

Below right: Not everything these guys work on is Porsche-related...the supercharged Mustang was one of several custom projects we spotted

CONTACT:

Golding Barn Garage
Unit 12-13,
Golding Barn Farm,
Henfield Road, Small
Dole, Henfield, West
Sussex BN5 9XH
Tel: 01903 810055
info@goldingbarngr
up.com
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garage.com**



full-blown shocker, it seems!

This brings us to the custom work and vehicle modifications, which Olly and the team take in their stride. While there are many workshops and indeed body shops in the Porsche scene, there aren't exactly a large number of places willing or indeed able to tackle custom work. However, Olly and the boys relish the opportunity to build something unique or a little different, and that covers everything from wheels and suspension through to tuning and even body modifications. This brings us to Olly's own project, which started out as an

accident damaged 997 4S but will roll out of the workshop as a mean, wide-arch beast. They say that anyone can restore a car, but it takes a real man to chop one up, and Olly has certainly taken the bull by the horns! The original wheel arches have been carefully cut apart and widened to accommodate some seriously wide wheels and tyres while the bumpers have been modified, with the rear bumper now incorporating dual exhaust outlets (to provide extra ground clearance thanks to the Bilstein B16 coilovers, which should get this thing way down in the weeds). There's

still some way to go but it's clear that this will be one to keep an eye on... After all, it's not every day we find a 997 cut up and customised to this degree.

If you're looking for somebody to service your pride and joy or even a workshop with the skills to tackle a ground-up restoration, we'd certainly suggest taking a ride down to West Sussex and spending some time looking around GBG and getting to know the team. Or simply drop in to pick up a T-shirt or some GBG merch – the enthusiastic and helpful crew will be more than happy to help, whatever your needs. **PW**

This vehicle arrived as an older restoration (painted red) and was blasted, restored and reassembled – the end result is a show-quality RHD '72!

VIPER GREEN 911S

This '72 RHD car came into GBG as an older resto (in red), which the owner wanted to restore to its former glory. It was nothing short of a ground-up, nut and bolt restoration and, as you can see in this series of images, the result was a truly concours-grade vehicle. If you're looking for a workshop to handle

every aspect of a resto project (body, mechanics, paint, wiring, interior...you name it), you can find out exactly how this vehicle progressed by heading for the blog where you'll find hundreds of detailed images from start to finish. goldingbarngarage.com/garage/rare-911s-full-restoration/



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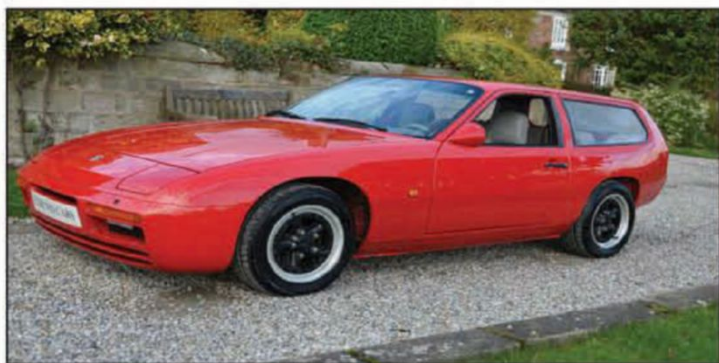
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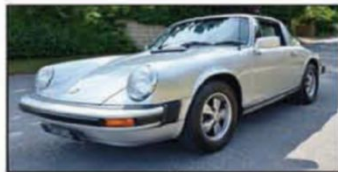
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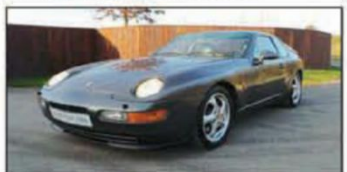
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STEVE BENNETT

996 C2



Bodywork is finished. What a job it turned out to be. Passenger side took the brunt of the work, but a tiny spider of rust on driver's side rear wing hid its own horrors. Full details next month.



KEITH SEUME

CAYMAN 981



Had to replace the battery. How hard can that be? Turns out very, on a modern Porsche, in a confined garage. Oh, and it's a hefty battery designed for stop-start operation, so expensive, too...



CHRIS HORTON

924S, 944



The 924S's headlights seemed to fix themselves, but then for a time the indicators gave up – and I still don't know why! Plus: a trip to see the 944, and an instructive half-hour wrestling with its space-saver spare



PETER SIMPSON

356C, 3.4, 2.7, GARAGE



The damp course is done, the building inspector is happy so the garage is go, go, go. The floods have gone and the blocks have arrived; I hope by the next issue the walls will have been completed.



BRETT FRASER

BOXSTER 986 3.2S



Well it's all opposite, but if you can't be fuffed, then here's the short version: Central locking throws a fit miles from home and locks me out. AA man can't fix it. Spare key sought. Then headlight bulb fails.



JOHNNY TIPLER

BOXSTER 986 3.2S



On three pre-yuletide trips from Norfolk to Yorkshire the Blue Mooner proved totally reliable. Next gig: Tracking the Historic Monte looms large as the projected long haul. Might be snow, too...



JEREMY LAIRD

BOXSTER 987 3.2S



Impending emissions law has forced me out of my 986 Boxster S and into a 987 Boxster. Its Euro 4 compliant engine is deemed clean enough by Bath's (where I live) city regulators.



ONE STEP FORWARD, TWO STEPS BACK

Brett's Boxster is playing games with him, or at least the central locking is. What's wrong with simple? And then there's changing a bulb, but that was deffo his fault, though...



BRETT FRASER

BOXSTER 986 S

Occupation: Freelance writer, Dep Ed, 911&PW
Previous Porsches: None

Current Porsche: Boxster 986 S

Mods/options: Eibach springs and anti-roll bars, Pipercross air filter, Gp4 Fuchs deep dish wheels

Contact: brett@brettfraser.co.uk

This month: Getting locked out and other irritations

Kachunk. I freeze mid-step. The majority of my brain knows precisely what that sound is and is horrified: a tiny portion of it is hoping that the noise is an hallucination or other mind trick. Or maybe someone else's car. Or a fraction of a distorted ringtone. Anything but the sound of the Boxster's central locking battering down the hatches.

And one of those hatches, the front luggage compartment lid, is wide open, so the central locking shouldn't be able to do its thing. But it has. Furthermore, I haven't touched the key to instruct the system to either lock or unlock the car. I know this categorically because the reason I am striding towards the Boxster's rear boot is that I have just placed my coat in there and shut the lid, then realised that my car key, and my wallet, are in my coat pocket...

Now a ghost in the machine is denying me access to all three rather critical items. And I'm about 40 miles from home on a chilly

January day. On the 'glass half full' front, at least the car is parked safely off the road on Roger May's driveway – you can read more about Roger in You & Yours in this very issue – and I still have my mobile phone with which to call the AA. I'm hoping that The Man in a Yellow Van will have some means of breaking into the car without having to smash a window, but while we await his arrival Roger and I get Googling to see if there's any other way of gaining entry to a locked 986 boot. Turns out there is. Buried away behind the plastic inner wheelarch line at the rear is a remote release cable, but to get to it a back wheel is going to have to come off first; the internet is divided as to which wheel, though.

When the AA guy arrives he quickly dismisses the idea of 'breaking' in, on account of window frameless doors: pulling out the door far enough to insert some form of long hook to snare the door handle could break the glass.

Still, he's pleased that our online research into the remote release cord confirms what he



Top: Locked out! AA man managed to find the remote boot release, but it had seized and the loop snapped off. Left: Anti-friction treatments will have to wait for now



Above: Porsche supply special tool to remove entire headlight unit. Handy. Wiring received a clean up. Best read the story for the full admission of bulb changing muppetry

was already thinking, and he manages to keep his good humour when we wrongly guess that it's the offside rear wheel that has to come off. Even with the nearside wheel removed it proves a swine to find the cable, and when he eventually does track it down it won't move because it has seized and the little loop you're supposed to pull on snaps off in his hand...

There's now no alternative but to borrow some money from Roger, cadge a lift to Woodbridge station from the oh-so helpful AA man, take a train home, then beg Editor Bennett to drive me back there the following morning, clutching the spare key. The spare key is, in fact, the one I used as the main key until the battery ran out: then I discovered that Porsche has cunningly engineered the plastic casing to not snap back together again after you've replaced the battery, forcing you to buy a whole new key at horrendous expense. Because this key can't be used to 'plip' open the central locking – you have to insert it into the lock, old school stylee – it would normally set off the alarm, but on this occasion it doesn't. Further evidence that something's awry with the electrics.

Back home I conclude that the self-locking incident is an escalation of the 'double beep' issue, the horn giving a couple of little hoots when I lock the Boxster, which is supposed to be a warning that you've left a door or a lid open. Only I've made sure they're all closed, even the covers for the door bins. However, I have noticed that the catch for the front compartment's lid has become sloppy and

loose, and several times recently the lid wouldn't latch down properly until I'd attacked the mechanism with a screwdriver. Which to a casual observer could look as though I'm trying to steal something from the front boot...

Internet forums to the rescue once more – in this instance the excellent tech help pages run by Pelican Parts in the US – and a tutorial on removing the latch and sprucing it up. Out comes the spare wheel to allow some space to work in. Off comes the plastic trim on the leading edge of the boot aperture, which covers the catch. Peel back the front piece of boot carpet and undo the electrical connector hidden behind it – this is the cable that warns if the lid's open. A couple of inches above the connector are a pair of 10mm bolts that hold the catch in place; undo them. The catch can now be lifted clear of its home and, using a screwdriver, the plastic casing over its main spring levered off.

In the tutorial pictures there's a very clear fault, but inside my catch everything appears to be in place. It's a bit dirty though, so I flick out the crud, wipe off some old, crusty grease, re-lube the mechanism, and click the plastic cover back in place. Also notice that remote release cable that feeds into it is slack, suggesting that just like the one at the rear, it's probably seized or broken. Re-assembly is painless and the front lid latches down easily and securely. But when I lock the car... Beep-beep. Bugger!

Also worthy of another heartfelt bugger is a failed offside headlight bulb. In the Boxster this entails taking out the spare wheel to

retrieve a special tool from the toolkit, peeling back the boot carpet, removing a rubber grommet to reveal an access hole for the aforementioned tool to be inserted, turning the tool to operate a lever underneath the headlight unit, hoping that the large cracking sound is just the headlight unit being dislodged and not something actually breaking, removing the unit from the car, and then opening a panel on the back of it to access the bulbs.

I replace the bulb, reinstall the headlight unit, switch on the lights...and still no driver's side headlight. Go through the process again, fit another bulb, and once more no joy. Buy some expensive electrical contacts cleaner, and using that and some very small files attend to both the male contacts on the headlight unit and their female counterparts inside the front wing. Heart full of hope now, rotate the headlight switch, and a continued lack of illumination... Thrice bugger! In despair take a few steps away from the car, turn back to look at it, clock the beam being emitted by the nearside headlight, suddenly realise I've changed the wrong bulb. What. A. Moron.

I was going to provide some feedback on the Faher fuel additive I stuck in the Boxster a few months back, but a) I've run out of space and b) I've just read a report on the additive in a motorbike magazine where they ran some before and after figures on a dyno which I'd like to include in my story: just need to sort out the most important parts of their facts to support my feelings on the product. **PW**

CONTACT

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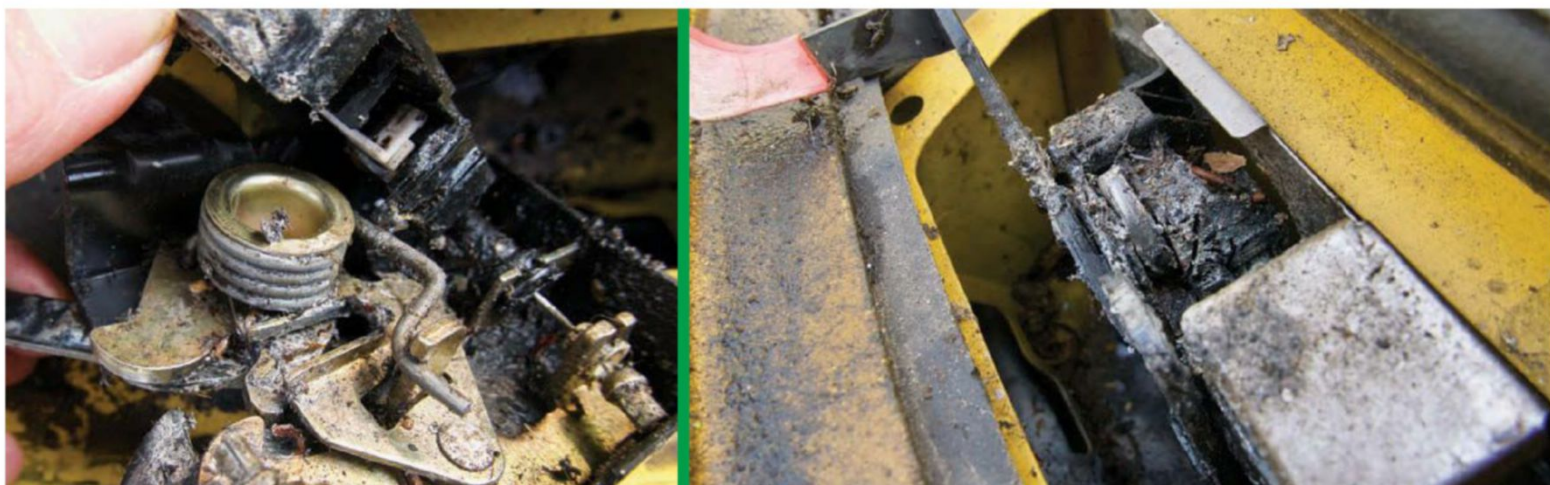
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Below: Boot latch clearly needed a good clean and spruce up, but turned out not to be the source of remote locking woes





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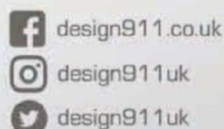
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ACCIDENTAL EMISSIONS

A serious shortfall in forward thinking and a proposed emissions zone for Bath sees Laird swap back to a 987 Boxster



JEREMY LAIRD

BOXSTER 3.2 S

Occupation: Freelance writer
Previous Porsches: Boxster 2.5, Cayman S
Current Porsche: Boxster 3.2 S
Mods/options: Standard
Contact: jeremy.laird@gmail.com

This month: It's goodbye to the Boxster and, er, hello to the Boxster

Resident news hound, Jeremy Laird, has swapped out his Boxster 986 and into a 987 example. Why? It's all down to emissions

Look. I know what you're thinking. At least, I know what I'd be thinking in your shoes. The polite version would be what on earth am I doing back in a 987 after all the posturing, hand wringing and proselytising over the departure of the last one? And what happened to that lovely little 986 S? You know, the one that was supposedly more analogue and engaging, the enduring and rewarding long-term driving companion I picked up a few months ago?

To put it another way, for f's sake make up your mind. Either way, the explanation is simple enough, namely Euro 4 or lack thereof with regard to the 986 was the problem. That isn't the whole story, obviously. But the sudden realisation within a few weeks of swapping my 3.4-litre 987 Cayman for an early 3.2 986 Box that I'd

overlooked the implications in terms of emissions of the older car is ultimately why the latter had to go. Not very clever.

More specifically, I read about the proposed emissions zone for central Bath, discovered I lived within its boundaries and realised that if it came into force as expected, I'd be paying £10 just to wheel the Box out of the garage from 2020. Meanwhile, driving to my brother's house in London at any time of day was also due to attract a premium from April courtesy of the ULEZ charge. Both emissions zones draw the line at Euro 4 for petrol cars. Anything older attracts a fee.

Increasingly, then, Euro 4 looks to be the minimum standard for avoiding emissions-related charges for petrol cars in towns and cities. No doubt the net will tighten further in future. But Euro 4 should be good for at least, I don't know, five years or so. For a

weekend toy, of course, I wouldn't be terribly worried. But as my primary mode of transport, a car that keeps racking up fines and charges is simply too much ball-ache.

Anywho, mistake realised I decided to shift the 986 on sooner rather than later. I'd only bought it in July and had therefore avoided decimating its value via mileage. Better to sell it immediately while it was still a 60-thousand-ish mile example than wait for the Bath emissions zone to kick in, at which point it would probably have over 80k on the clock and be a lot less marketable.

What's more, Sean Dewhurst of Flat Six Classics in Devon, who sold me the 986, was happy to take back what was for him very much a known good example. Inevitably, I'm out of pocket to the tune of his margin. But he took the car knowing it had a few minor issues that would need attending to and made the whole

What can we say? It's a Boxster, it's silver and like any good example of any Boxster, it's a bargain





CONTACT

Martin Reed
North Devon
Porsche
01271 375696
martin.reed@northdevonporsche.com
northdevonporsche.com

Sean Dewhurst
Flat Six Classics
07595 455568
sean@flatsixclassics.co.uk
flatsixclassics.co.uk

transaction utterly painless. More to the point, he gave me my full asking price and you absolutely can't say fairer than that.

If that bit was straightforward, the identity of the 986's replacement was a little more complicated. The London ULEZ has an online checker which confirms facelift 986 Boxsters are indeed compliant, despite pre-dating the introduction of Euro 4. But I've never been a huge fan of the facelift aesthetic. This isn't a terribly good reason to overlook one. They drive just like the original, save for a little more power and body solidity, while adding worthwhile features like the glass rear screen and glovebox.

Problem is, buying cars like this is as much about emotion and aspiration as it is cold, hard rationality. I just couldn't work up sufficient enthusiasm to pursue a facelift 986. Oddly, I could for a first generation 987 Boxster in 3.2 S form. For starters, it has two fairly obvious things going for it over the 987 Cayman I ditched in the summer. Most significantly, the 3.2-litre engine isn't prone to bore scoring. Yes, the IMS bearing is a worry on pre-2006 cars (I tried but failed to find a good enough MY2006 example,

which ought to have the final big IMS bearing). But in my not entirely humble opinion, IMS failures in these cars generally have never been terribly common, while bore scoring as it pertains to certain larger M97 engines in the 987 and 997 is something of an epidemic.

The other upside is the 3.2's engine note. It's a hair more musical, a little less monotone than the Cayman's. Meanwhile, the rest of the car is mostly a dead ringer, for better and worse. My new 987's standard brake pedal isn't quite as mushy as the Cayman's was before I fitted a larger brake MC, which is nice. The Boxster's body is inevitably a bit more bendy, which is less welcome even if the 987 iteration's structure feels stiffer and more all-of-a-piece than the rather floppy 986 platform.

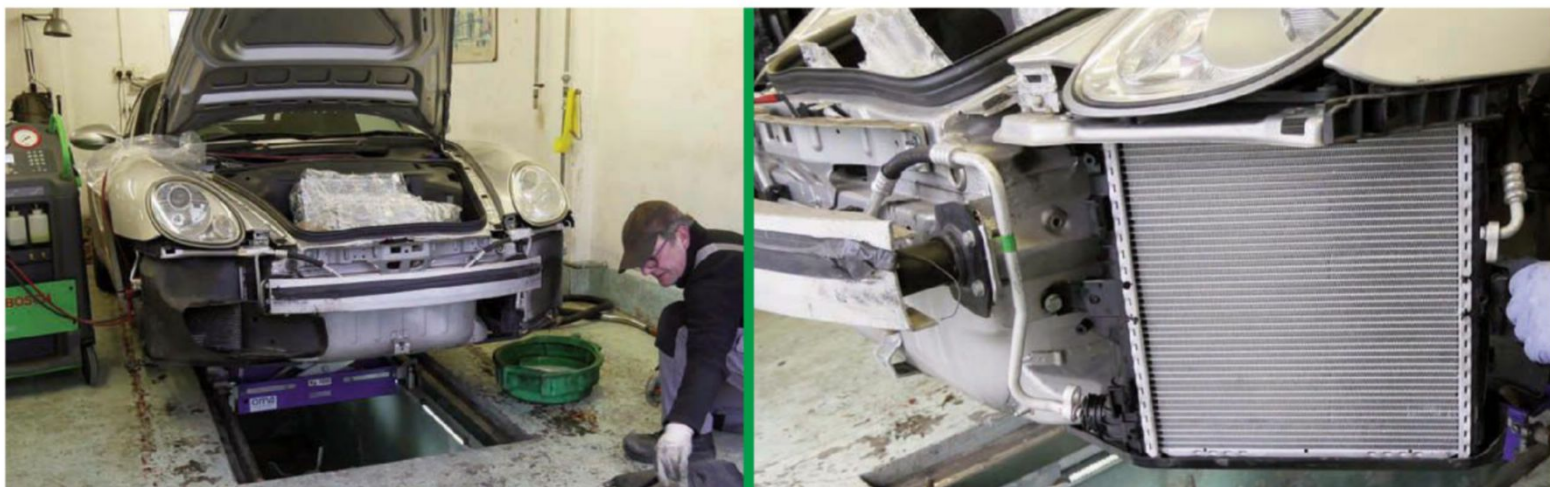
However you slice it, these 987 Boxsters are stupendous value at the moment. For little more than £10k, you can pick up a modern Porsche with plenty of performance, a high quality extended-leather lined cabin, lovely primary controls, a gorgeous flat six engine, decent stereo, xenon headlights, triple-lined roof and, well, all the rest. A chum of mine who owns a

very nice gen 2 997 Carrera joined me in the Box for a spin the day I picked it up. We both concluded that you'd be giving up very little moving from the 997 to this 987. It's just the former costs three times as much.

If all that smacks of smug self justification, rest assured it still leaves space for some schadenfreude. Within four days of picking up the Box III, as it shall hitherto be known on account of its status as my third Boxster, I managed to roll it at about five mph into a low stone wall while wiping down the windscreen. Don't ask. As it happens, I was due to take the car down to Martin Reed of North Devon Porsche to refresh the rads and condensers in any case, something I'd priced in when I bought the car. So I was at least able to confirm all that needed repairing was the bumper.

Plus, it was the first time I've done unambiguously self-inflicted damage to a car in about 15 years. Which made me feel better right up until I backed the bloody thing into my electric bike in the garage just a few days later. All I can say is that I'm not remotely superstitious. These things definitely do not come in threes. Except for Boxsters themselves, of course. **PW**

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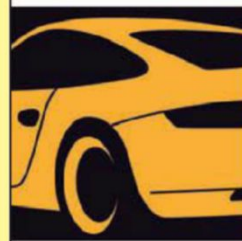


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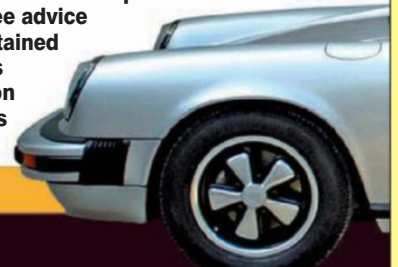


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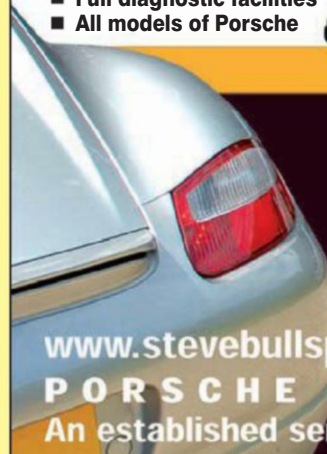
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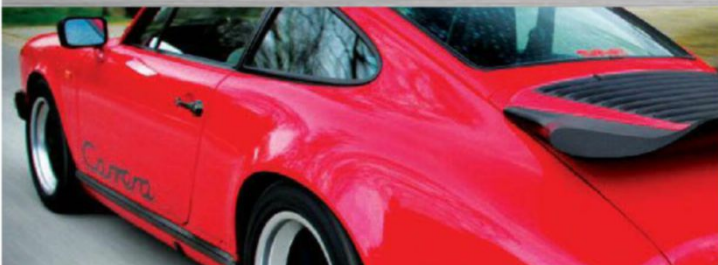
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Guards Red, 2010/59, Manual, 34,650 miles, Black Leather, PCM3 - Touchscreen Sat Nav, Porsche Sports Exhaust, Bluetooth, Heated Seats, Xenon Lights with Wash, 19" Black Sport Design Alloys with Porsche Crests, PSM. **£38,900**



2014 Boxster (981) S 3.4 PDK
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HAPPY ANNIVERSARY!

One year after swapping his 1966 912/6 hot-rod for a 2014 Cayman with PDK, Keith Seume reflects on his decision to go modern – and discovers the joys of flat batteries...

KEITH SEUME

2014 CAYMAN

Occupation:

Editor,
Classic Porsche

Previous

Porsches:

Carrera 2.7; 928;
912; 914/6; Junior
Tractor; 912/6
hot-rod

Current

Porsche:

981 Cayman

Mods/options:

None as yet

Contact:

classicporsche

@chpltd.com

This month:

Dealing with a flat
battery and
reflecting on a year
of modernism...



Anyone seen my Porsche? The Cayman parked up at January's Bicester Heritage 'Sunday Scramble' reinforced how boring car colours are these days. Maybe it's time for a wrap and a colour change...

Regrets, I've had a few, but then again, too few to mention – isn't that what Frank Sinatra sang? I bet he wasn't talking about swapping a classic hot-rod for a modern mid-engined, semi-auto Porsche, a swap that many probably thought dumb in the extreme. Or maybe he was? After all, he did like his cars. OK, not Caymans but certainly a Chrysler or two.

The past year has largely been trouble free – largely, but not entirely and, I have to admit, I wasn't really expecting anything to go wrong at all. After all, at just four years old, the 2014 Cayman was as close to a brand-new Porsche as I'm ever likely to buy. I'd deliberately shied away from going down the 996 or early 997 route purely because of the potential for an engine problem somewhere down the line (paranoid, maybe, but I simply couldn't afford a major bill anytime soon), while the 981 Cayman offered bullet-proof modern tech, stunning styling (the best-looking Cayman of all, if you ask me) and fantastic value. It is also supremely practical, with its two generous boots and a hatchback.

The first expense arose when I decided to swap the Pirelli P Zeros with which the car was equipped for a set of Goodyear F1s – the Pirellis were cracking between the tread and, for that reason, didn't inspire confidence despite assurances that such 'damage' was perfectly normal. The result was improved straight line stability (less 'tram-lining') and none of that scrubbing sound you get from many modern Porsches when turning at low speed on full lock. I was happy with the £800-plus cost and settled down to enjoy the fruits of my expenditure.

Back in the autumn, I experienced a minor glitch when the dashboard told me of a

possible transmission fault – that was when my wallet really skipped a beat. But, as reported back in the November 2018 issue of this very magazine, doing a scan of the fault codes showed up nothing sinister, only a slight drop in battery voltage. Nothing a good long run wouldn't put right – or so I thought.

There'd been a couple of times when I'd gone to start the car that a warning came up on the dashboard stating 'Battery voltage low, start engine'. It always started and I tended to ignore it, accepting this as part and parcel of not using a car quite as often as I'd like. However, just before Christmas I went to retrieve the Cayman from its garage and discovered it wouldn't start – yes, the battery was flat. Oh well, I said, I'd sort it out when I got home from my planned trip. It was clearly time to install a new battery, anyway.

Two days later, I walked up to the garage and pushed the key fob to open the Cayman's doors. Nothing. Zilch. Nada. Now what? Surely there must be some way to get into a car with a totally flat battery? Walk back home, go on-line and Google 'how to get into my Cayman when the battery's dead'. Bingo! That's when I discovered the 'secret' key – many readers will almost certainly know all about it, but there's a key hidden in the key fob which operates a manual lock tucked away under the handle of the driver's door. OK, great, I could now get into the car but this is where the 'fun' began. Well, hell, actually...

The battery is located in the front, just ahead of the windscreen, meaning I needed to open the boot to access it. Porsche, in their infinite wisdom, thought of this scenario, too, and provide a pull-out terminal on the fuse-box so you can use a set of jump leads to provide enough power to pop the boot open. Except I couldn't find it.

The handbook showed the terminal, on-line diagrams showed the terminal, but my car didn't have one. After 20 minutes of searching, I discovered that all the literature, both printed and on-line, showed a left-hand drive car – mine's a right-hooker. Porsche had moved the 'missing' terminal to the driver's side, but failed to mention that in any of their handbooks...

OK, now we're getting somewhere. Dig out the jump leads and connect them to the new battery I'd just bought (more of that saga in a moment) and pop the hood. Or not. There was no sign of life at all, not even with a brand new battery. Oh great. I checked the battery with a voltmeter and it seemed healthy so there was only one possibility: faulty jump leads! Who's ever heard of jump leads packing up? Certainly not me. Another trip out to buy some new leads and I finally got the bonnet open.

A new shelf may have helped solve some storage issues in my garage but it also prevented me from opening the bonnet wide enough to access the battery. The fun begins...



The Cayman did behave itself on the most important day of its life: serving as my wedding transport! I'd have had some explaining to do if the battery had chosen to give up the ghost that morning...



I managed (just) to squeeze myself in between bonnet and wing, where there was just enough room to hook up the jump leads and back the car out of the garage. Modern 'stop-start' technology places a huge demand on the electrical system

New battery (below right) courtesy of Halfords – five year guarantee and just over the half the price quoted by a rival motor factors. Let's hope it does the job when the cold weather sets in

As one problem was solved, another reared its head. I'd built a high-level shelf over the front of the Cayman to increase the storage space in my tiny garage. That shelf now stopped me from opening the bonnet more than a few inches. OK, let's push the car back so I could open it wide. Problem: PDK trans was in 'Park' and wouldn't allow me to select 'N' without the ignition on. Why me? What have I done to be punished like this?

I had no option but to crush myself into the narrow space between bonnet and wing so that I could remove the plastic cover over the battery and then, at arm's length, connect the jump leads so I could (hopefully) start the car and move it back a couple of feet. Much to my relief, it fired right up so I disconnected the jump leads,

got in and moved the car about two feet, shut it off and went to get out. I couldn't open the door far enough – I'd stopped at a point where a buttress in the garage wall prevented the door opening more than six inches. You really couldn't make this up.

To cut a long (painful) story short, I probably ruined my chances of ever becoming a father by squeezing myself out of the tiny gap (mind you, at 64, the chances of fatherhood have probably receded into the distant past, anyway). I could now finally replace the battery. It had only taken me three hours by this point.

Ah yes, the battery. I expected a new battery for the Cayman to be costly, but I wasn't prepared for the £500+ one source quoted! OK, let's try Euro Car Parts – yikes, still not cheap at £330, with a three-

year guarantee. Out of interest, I tried Halfords – don't laugh – and, guess what? For the same spec battery, but with a five-year no-quibble guarantee, the price was just £140. We can blame 'stop-start' technology for the battery prices, since it places a far greater demand on the electrical system – as do all the solenoids used everywhere...

On a more positive note, the Cayman served as a wedding car back in June – my own. Thankfully the battery problems hadn't manifested themselves by then or it might have been a very short marriage...

As Frankie baby said, 'To think I did all that, and may I say, not in a shy way, oh no, no, not me, I did it my way...' – even if 'my way' did involve hours of frustration, trips to Halfords, potential emasculation and dipping deep into my wallet. **PW**





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A TRIUMPH OF HOPE OVER (IN)EXPERIENCE?

No less interesting than the challenge of assembling my how-to stories (see pages 110–113 in this issue) is the chance to see the many and varied ways in which people – some of whom should undoubtedly know better – ‘fix’ their cars. Or even more worryingly, perhaps, their customers’ cars. Take this 924S. (Which, despite being the same age and colour as the vehicle featured in this month’s how-to, is most definitely NOT the same one. Just to clear that up.)

Perhaps understandably in light of their relatively high cost from Porsche, the fuel pump has been secured to

the body by means of generic rubber-and-metal ‘bobbins’. Nothing wrong with that: they do the job, and could easily be replaced by the correct Porsche part – although with what look like M8 studs instead of the original M6 items, the holes in the body-mounted bracketry will then be slightly too large. It’s a shame, though, that said metalwork hadn’t been given even a quick squirt of rust-inhibiting wax, and that the pump itself looked as though it had been dredged up from the bottom of a canal.

But just look at that rubber pipe from the pump to the filter. More like something

from a digger than a Porsche, and in any case now visibly perished such that it surely cannot be long before it starts leaking petrol. Why worry about that trifling matter, though, when a previous leak from the famously rust-prone tank has been sealed (perhaps...) by jamming between the hole and the securing strap that caused it what looks suspiciously like a piece of rubber and a washer. What could possibly go wrong with that?

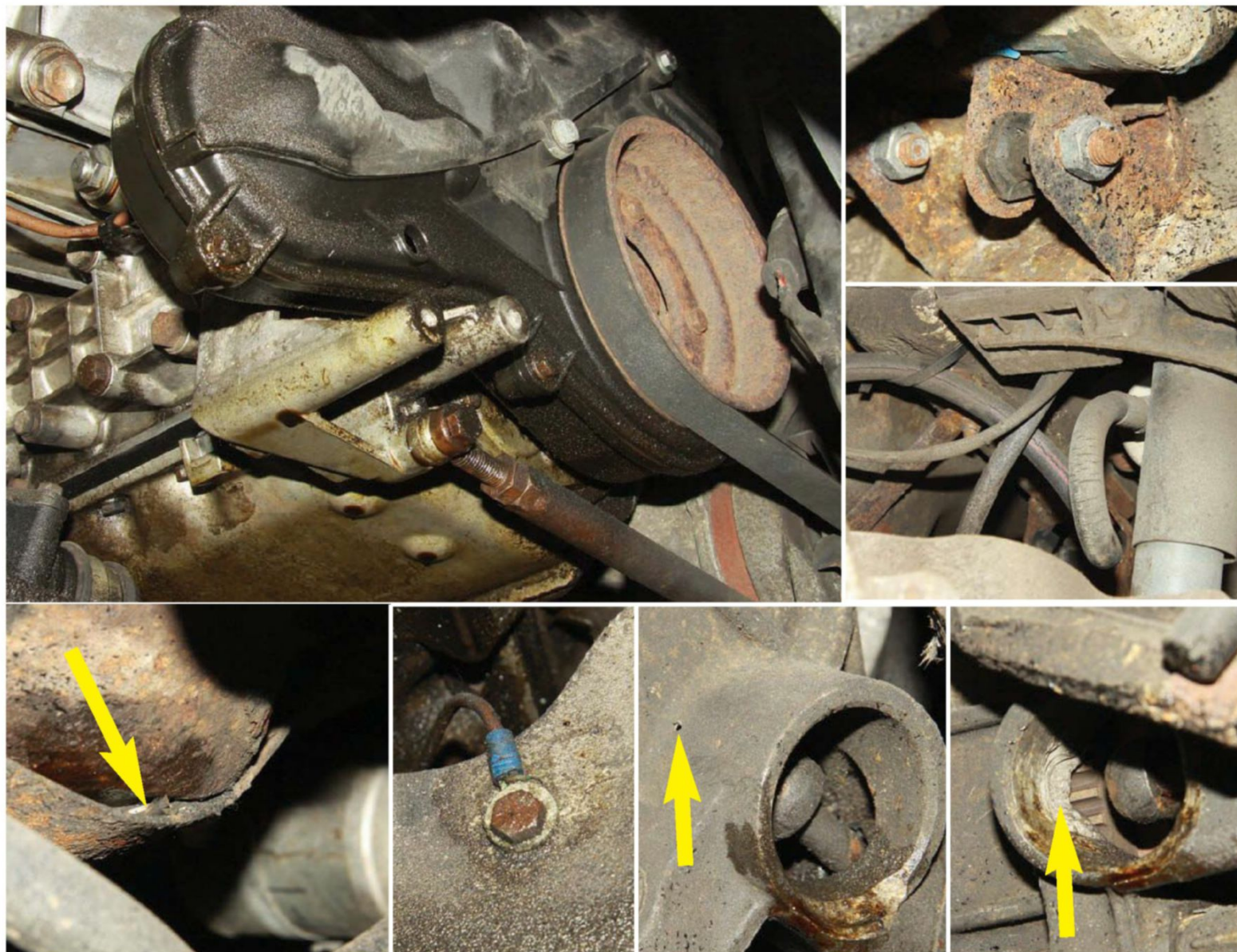
Up front, meanwhile, the terminals at the two ends of the steering rack’s earth lead have been replaced with crimp-on after-market jobs,

with some ill-fitting washers beneath the heads of the securing screws. And although possibly not due to a previous repair, as such, there is something rather worrying going on with the clutch slave cylinder’s pushrod, which has been forcing the clutch operating fork into and thereby eroding the clutch housing – and such that it will soon punch its way right through.

On the plus side there is no sign of a coolant leak (again see this month’s how-to feature for more on that), but the large quantities of engine oil being flung about strongly suggest that the

camshaft, balance-shaft and perhaps crankshaft seals all need to be replaced pronto. If not, there is a very real danger that the balance-shaft and/or camshaft drive-belts will become contaminated and eventually fail, with obvious consequences to the engine, and again arguably the entire car.

Either way, this poor old thing is going to need a considerable dose of TLC to make it fit and healthy again, and even though transaxle-car values seem to be rising steadily I can’t help thinking that eventually some vulture or other might simply break it for spares.



The 924S engine in this month’s how-to story (p110) was leaking coolant; in this almost identical car it was engine oil pouring out of one or other (or all) of the seals at the front of the unit. No less disappointing were the many other visible faults, including the wrong fuel-pump mounts, a perished hose – again the wrong sort – between the pump and the filter, and something very odd going on with the clutch mechanism, such that the end of the arm was being pushed through the surrounding metalwork (arrowed). Steering-rack earth lead looked a bit dodgy, too – but surely the worst was the leaking fuel tank, thus far ‘repaired’ by jamming what looked like a washer and a piece of rubber (arrowed) between the tank and the strap

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TREADING THE BOARDS

I am all for originality in cars of all types and ages, and especially in classic Porsches. Whether that means refitting a previously used component, carefully cleaned and perhaps subtly repaired as necessary, or a brand-new one from the manufacturer, the chances are that it will not only fit and arguably function better than a possibly poorer-quality after-market item, but also that it will be more in keeping with the vehicle's overall character. Its 'patina', if you like.

Sometimes, though, you can take that approach a little too far. Shown on the left in this photo (right) is an original driver's side footboard from a right-hand-drive 911 Carrera 3.2 Targa. Made from thin plywood, and presumably steamed to give it the required curvature, it has plainly suffered the ravages of both time and climate, delaminating and splitting

such that it now has all the strength of wet cardboard. Replacements are no longer available new from Porsche, and in good condition are predictably scarce and thus expensive on the second-hand market.

On the right, meanwhile, is the modern alternative from Auto Umbau – and although not shown there is a similar item for the passenger's side, as well. Accurately jig-cut from 5mm plastic sheet, and then bent by the simple expedient of heating it to the required temperature over a template, it requires only the transferring of the hardware from the old board – the end-stop for the clutch pedal, basically (not shown), plus the small fixing plate that you can see at the rear – and then slotting into place.

It has, of course, the very obvious disadvantage of being entirely non-original. And not least white. (The only dark-coloured plastic

available at a realistic cost was too thin to offer the required rigidity, says AU proprietor Robin McKenzie.) But the simple fact of the matter is that it will last more or less indefinitely – and Carrera 3.2 Targas, let's face it, are not the most weatherproof of devices – it is in any case entirely hidden by the carpet, and if you were genuinely troubled by its appearance you could just tone it down with some brown paint.

I should perhaps add that you can still buy from Porsche the broadly very similar boards for both sides of the RHD Carrera 3.2 coupé, and that those can then be modified for

the Targa by trimming the outer front areas to allow for the latter model's different 'A'-pillar trim. But that offers no worthwhile saving – and the time it takes to cut them has a notional cost, of course – and unless your car is 100 per cent water-tight, or you

never drive it in the rain, you still have the problem that any new wooden board might ultimately go the same way as its predecessor.

Sounds like a win-win situation to me. More details at classicporscherepairs.co.uk, or call 01525 861182.



Footboards for RHD 911 Targas are no longer available from Porsche, so Auto Umbau has had them remanufactured in high-strength, rot-proof plastic. Should last for ever

PANAMERAS RECALLED FOR POWER-STEERING 'REBOOT'

I am, as you might realise by now, resistant to what I believe to be modern technology for its own sake. Much as I enjoy movies, for instance, I am as happy to watch them on a good VHS player as on DVD, and I think the once much-vaunted Blu-ray has deservedly bombed.

And it's largely the same with cars. Some modern technology (powered windows, ABS, electronically controlled fuel injection, automatic transmission, perhaps even rear parking sensors) is demonstrably effective and thus useful. But an awful lot of the stuff that is increasingly fitted as standard, especially to high-end vehicles like Porsches, strikes me as just an over-complicated solution

looking for a problem that never existed in the first place.

Take electric power steering. I fully accept that in most modern vehicles some form of assistance is nigh on essential – I did, after all, convert my first 924S from its original manual steering set-up, because without it the car was quite literally a pain in the neck (and arms) to park. But that was a purely hydro-mechanical system, and although those can and do leak fluid, they rarely, if ever, cease to provide that vital assistance without any prior warning signs.

I have never been convinced, then, that electrically powered steering, with the inevitable computer controlling it, is anything other

than a cost-saving measure, foisted upon us by car manufacturers as 'the way forward'. So I was naturally amused – to see that Porsche is asking owners of the latest-generation Panameras to take their cars to their nearest official Centre to have said control unit 'reprogrammed'.

Apparently, a software fault means that there is the potential for the assistance offered by the electric power steering to become 'unavailable for a limited period'. (Halfway through a fast corner, perhaps...?) If this should happen, blithely continues the news release, 'increased force is required for steering'. In order to avoid this, the associated control unit

needs to be reprogrammed with an updated data record as a precautionary measure.

Worldwide, the potential problem is said to affect some 75,000 cars, produced between 21st March 2016 and 6th December 2018. Owners

are being contacted in writing, says the company, and asked to visit their Porsche Centre as soon as possible. The workshop visit will take around an hour, and is of course free of charge. Read it and smile, 924S owners. **PW**



Lovely car, the Panamera, but is electrically assisted steering – as in many other late-model Porsches – just too clever for its own good?



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2011 997 Carrera 2S PDK Coupe	Guards Red / Black Leather	14,700	£53,995
2010 997 C2S Manual Cabriolet	Meteor Grey / Black Leather	15,500	£54,995
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1989 911 Carrera Sport Cabriolet	Grand Prix White / Blue Leather piped White	50,300	£58,995
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2011 997 GTS PDK Coupe	Guards Red / Black Leather	19,800	£67,995
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2011 997 GTS Manual Cabriolet	Carrara White / Black Leather / Alcantara	15,500	£69,995
2011 997 GTS PDK Coupe	Meteor Grey / Red Leather	9,700	£74,995
2011 997 GTS Manual Coupe	Basalt Black / Black Alcantara	14,300	£75,995
1994 993 Carrera 2 Manual Coupe	Speed Yellow / Black Leather	24,600	£79,995
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BUYERS' GUIDE

PORSCHE 928 GTS

It was launched in 1977 with a 4.5-litre V8 and badged simply "928", but by the time production ceased 18 years later it was the 928 GTS with 5.4 litres, quad cams and extra crankshaft balancer weights installed. Output was 335bhp and 369lb ft, 40 per cent up on the original.

The coupe that Porsche designed to replace the 911, but didn't, languished unwanted for a long time after assembly was cleared to make way for the Boxster and 996 in 1995. But 928s have finally made it on to collectors' radar, and the last-of-the-line 928 GTS is the one everyone wants, with asking prices for low mileage examples up to £80,000.

The 928, with its rear-mounted gearbox "transaxle" never offered the seat-of-the-pants tactility of contemporary 911s, and to drive was more like a grown up 924. But years of development turned

this final model into a formidable car, nonetheless.

GTS guise brought a gearbox re-engineered for an improved shift, now with its own oil cooler. Power was fed to the rear wheels via an electronically controlled (PDS) limited-slip differential, a multi-disc design first used on the S4 of the mid-1980s. A four-speed automatic gearbox was optional.

Seventeen-inch diameter Cup Design wheels adorned the GTS, 7.5-inch wide at the front and wearing 225/45 tyres, and nine-inch wide at the rear and with 255/40 rubber. Larger brake discs and calipers were fitted, while the car's tail end was tweaked for a wider look, and aerodynamically better door mirrors fitted. Priced at £64,500 when launched in the UK (a third more than the basic 911), it came with leather, electrically adjusted front seats, air-con, cruise control and a Blaupunkt radio/cassette unit with 10 speakers.

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OVERVIEW

The Porsche 928 in any form is a very complicated car and, now 24 years old at the very least, a GTS is almost certain to require constant attention, so don't expect to run one on a shoestring. Oil leaks from the engine and gearbox are common, and any 928 without a solid history is going to be trouble.



THE PROBLEMS

Engine

The extra capacity of the 5.4-litre V8 was achieved with a longer stroke, introducing a significant wear issue, according to Paul Anderson of leading 928 specialist 928Spares in Gloucestershire. 'The pistons have a shorter skirt length, which causes them to be less well supported,' he says. 'They rock at top and bottom dead centre, resulting in "hourglass" type bore wear and rounded off piston rings, and this results in heavy oil consumption.' The camshaft drive pulleys wear if the belt has been over-tightened, causing the belt to wear through the hard anodising of the pulley.

The engine mounts, if the originals, will be worn out by now. 'The engine should rock when revved – not the whole car,' Paul says. 'Totally knackered mounts will cause a harshness through the pedals and steering when the car is started, and also at cruising speed.'

Suspension

The GTS wears out suspension dampers quite quickly, especially at the rear. 'This can be felt by the car see-sawing as it hits bumps or undulations,'

Paul explains. 'And if the front dampers are worn, you'll have to constantly make steering inputs.' The front upper wishbone inner bushes may be starting to separate from the wishbone. 'Replacement is possible using poly bushes,' Paul says.

Bodywork

Rust is likely to have developed under the plastic side sill covers at their rearmost edge. 'Hold this area and flex it,' Paul advises. 'Normal resistance should be felt – if rust flakes fall out, then there is probably a lot of rust underneath. If rust spreads too far, it enters the sill and then works its way along.' Corrosion on the aluminium parts of the car (bonnet, doors and front wings) are common and caused by an untreated stone-chip, while trim attachment points can corrode.

Electrics

Water leaks play havoc with the electrics. 'Water ingress can affect the alarm module under the driver's seat and the "active" differential accelerometer under the passenger seat, so it's worth checking that the floor is dry,' Paul reveals. A lot of electrical issues are caused by aftermarket alarms, he feels. **PW**

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SOLD AT AUCTION

The RM Sotheby's sale at the Petersen Museum in Los Angeles highlighted how quickly the 918 Spyder has become a prime collectable, with a delivery mileage "Weissach" model selling for almost double its 2015 list price, while a 911 Speedster and a 914 made impressive money, too

PORSCHE 918 "WEISSACH" SPYDER

At the forefront of both the 918's technology and performance is its hybrid powertrain. Boasting three separate powertrains, the most noticeable of these is the mid-mounted petrol 600bhp, 4.6-litre four-cam V8, a powerplant that produces almost the same amount of horsepower as the 5.7-litre V10 that graced the Carrera GT. It features dry-sump lubrication, direct injection and Variocam timing.

The petrol powertrain is mated to a hybrid module and decoupler unit which drives the rear axle through the now renowned Porsche seven-speed PDK dual-clutch transmission. This hybrid module consists of a 154bhp AC electric motor that operates in parallel with the combustion engine and also serves as the main electrical generator. A further electric motor producing 127bhp is mounted at the front axle and operates through an electric clutch. With all three powerplants working together, the 918 Spyder produces a monumental, combined 878bhp and over 900lb ft of torque.

The heat dispersed through the brakes is captured and sent back to a 312-cell lithium-ion liquid-cooled battery pack that sits behind the passenger compartment, helping to add power back to the batteries. In

addition, the battery pack can be externally charged via a plug-in universal charger fitted to the right side of the car; since the 918 Spyder can be driven on electric power alone, it was classified as an Ultra-Low Emissions Vehicle. A button on the multifunction steering wheel allows the driver to select from E-Power, Hybrid, Sport Hybrid, Race Hybrid, and Hot Lap drive modes, while the Porsche Active Aerodynamics (PAA) system offers a choice between Start, Speed, and Performance modes.

Porsche decided to produce 918 examples for road use, and the production 918 Spyder finally debuted to the public at the 2013 Frankfurt motor show, with the first examples departing the factory by December of that same year. US deliveries started in mid-2014, and it's believed a third of production was earmarked for US customers.

The weight-saving "Weissach" package shed over 100lb (45kg), these Spyders having magnesium alloy centre-lock wheels, lighter weight Alcantara trim instead of the usual leather, fire resistant fabric, fabric door pull straps instead of conventional handles, and six-point harnesses. Air conditioning, the Burmester stereo and even the glovebox were removed, but could be

PORSCHE 918 "WEISSACH" SPYDER

Sale lot no:	227
Year:	2015
Chassis no:	WPoCA2A16FS800652
Auction:	RM Sotheby's, The Petersen Automotive Museum Auction, 2018
Where:	Petersen Automotive Museum Auction, Wilshire Boulevard, Los Angeles, California, USA
When:	8th December, 2018
Pre-sale estimate	\$1.5m–\$1.7m (£1.2m–£1.4m)
Sold for:	\$1,534,000 (£1,221,900)

added back at no cost.

Offered today from the second owner, this Weissach equipped 918 Spyder is presented in virtually as new condition, having only been driven 279km (174 miles) from new. It was ordered in "Paint-to-Sample" Metallic Oryx White over an Onyx Black interior with contrasting piping in silver, and a Matte Black wrap with Martini livery was applied at the Porsche factory prior to delivery. Further options include a front axle lift system, a glare-reducing interior package, two-zone climate control, cup holder, Homelink, a seat pad for the lightweight driver's bucket seat, and a "Special Wishes" extended length external charging cable that is stored in the upholstered front luggage bay.

Hard to believe that Porsche's 918 supercar is now six-years old. This one is not quite what it seems, in that the Matte Black finish and Martini livery is, in fact, a wrap over Metallic Oryx White



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Entry by catalogue on the day

FOR SALE AT AUCTION

A selection of the finest classic Porsches are included within the 150 varied consignments at our major Spring sale on Saturday, 2nd March at Ascot Racecourse, including this meticulous, 14,200 mile 1989 PORSCHE 911/930 TURBO BODY SPEEDSTER (above), £145,000-£165,000. Further entries include the following:



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PORSCHE 914 2.0

This Nepal Orange Porsche 914 2.0 is the perfect “barn find”. The first and only owner purchased it from Sandia Porsche Audi in Albuquerque, New Mexico, as a gift for his girlfriend. According to the accompanying window sticker, the car was optioned with tinted glass, an intermittent windscreen wiper, and the “appearance group”, which consisted of a leatherette steering-wheel, fog lights, dual-tone horn, centre storage box with an armrest, leatherette cover for the gearshift, and a centre console with a clock, oil temp gauge and a voltage meter. The recommended list price was \$7624.

The car’s first registration was issued in Albuquerque on 4th August 1975. An oil change receipt notes that it received fresh oil on 27th August 1975 at Don Zimmer Porsche Audi at 999 miles. As it turned out,

said girlfriend preferred driving his truck, so the 914 saw little use. It continued to be driven intermittently until the end of that year and was eventually parked in the owner’s garage with only 1141 miles on its odometer. Even though he and his girlfriend went their separate ways, the 914 remained with him, parked safely in the garage – until it was finally disintombed and removed by the original owner in 2018, some four decades after it was put away.

As a result of its storage in a dry climate, the 914 is in exceptionally original condition. The interior looks virtually untouched, the car still boasts its original paintwork and the convertible top has never been removed. It still retains its original manuals with vinyl folio, a small bottle of touch-up paint, and original window sticker.

Most recently the 914 was sympathetically detailed and serviced,

PORSCHE 914 2.0

Sale lot no:	231
Year:	1975
Chassis no:	4752907927
Auction:	RM Sotheby’s, The Petersen Automotive Museum Auction, 2018
Where:	Petersen Automotive Museum Auction, Wilshire Boulevard, Los Angeles, California, USA
When:	8th December, 2018
Pre-sale estimate	\$40,000–\$60,000 (£31,700–£47,600)
Sold for:	\$78,400 (£62,200)

including flushing the tank, replacing the fuel lines, and generally re-commissioning the fuel system. Furthermore, the original tyres were replaced for safety, but are included with the sale. Not only was this the first time the car had been offered for sale since 1975, but also the first time that the car had left its garage in New Mexico .

The ultimate ‘barn find’? Well, certainly an immaculate barn find, with just 1141-miles on the clock and a Targa roof that has never been removed



PORSCHE 964-MODEL 911 SPEEDSTER

This 1994 Porsche 911 Speedster was originally built to order for the drummer of the Canadian rock band Rush, Neil Peart, who is an avid motoring enthusiast. The Speedster is finished in Black with a Black interior and built to Canadian specifications. It was optioned with an AM/FM radio with cassette and four speakers, air-conditioning with full climate control, and a set of Michelin tyres. The car was completed on 2th July 1993 and shipped to Canada where it was sold through Automobiles E Lauzon of Quebec. Peart enjoyed the car for a number of years, eventually importing it to the US to be used at his Los Angeles residence; he parted ways with his 911 Speedster in January 2003, and it was purchased by a prominent collector from Kansas, who had owned it until the RM Sotheby’s sale.

The interior is completed in black, offering passenger seating for two with red painted hard-shelled Recaro sport seats upholstered in tri-tone leather. The gauge cluster, gear knob and boot, parking brake handle, seatbelts, and door handles and pulls are finished in red, providing a tasteful contrast to the black interior.

With the top down, a “double-bubble” tonneau covers the black convertible top. The odometer displayed 47,501km (29,500 miles), which is believed to be original. A placard can be found on the passenger side dash denoting the car was built especially for Neil Peart. The Speedster features an upgraded aftermarket radio unit and speakers, as well as a removable front boot-mounted Kenwood Bandpass Enclosure subwoofer; unsurprisingly these audio upgrades were completed under Peart’s ownership. The car is accompanied by its Porsche manuals, in their original leather pouch, a tool roll, the original jack and spare wheel, a copy of the Neil Peart title, and the respective Porsche Production Specifications document.

The Speedster has been regularly serviced, most recently benefiting from a 30,000-mile major engine service. Additionally, the oil was changed, and the car fitted with new filters, belts, brake fluid, new distributor caps, brake discs, and spark plugs (a twin-plug system), while the air-conditioning was recharged. The Speedster had also recently been fitted with a brand-new set of Porsche N-spec Bridgestone Potenza S-02 A tyres.

PORSCHE 964-MODEL 911 SPEEDSTER

Sale lot no:	223
Year:	1994
Chassis no:	WP0CB296XRS465204
Engine no:	62P04911
Gearbox number:	1003645
Auction:	RM Sotheby’s, The Petersen Automotive Museum Auction, 2018
Where:	Petersen Automotive Museum Auction, Wilshire Boulevard, Los Angeles, California, USA
When:	8th December, 2018
Pre-sale estimate:	\$150,000–\$200,000 (£118,900–£158,600)
Sold for:	\$151,200 (£119,900)



There was a ‘Rush’ to buy this one. Sorry, couldn’t resist, since this Speedster was originally built for Neil Peart, drummer for Canadian rock/prog band, Rush

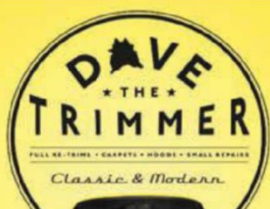
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P0319/012

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P0319/024



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P0319/004

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996 3.4 2001(Y)

Lovely rare (for a 3.4) Seal Grey metallic, full history and just had MAJOR service inc brake fluid in July 2018, MOT until May 2019 (no advisories), 92K miles but is in use so will increase. Full black leather interior with Alcantara headlining, MO30 suspension in 2017, Dansk stainless exhaust, Michelin PS2s, FSH with documentaion, I am happy to discuss all aspects of the car. Tel: 07896 749657. Email: graeme.curry@outlook.com (Stockton on Tees).

£13,000

P0319/029

993 C2 Coupe

1997 R-registration, manual, only 44,400 miles. Full Porsche service history, comprehensive file of service invoices and MOTs. Silver with black leather interior, Varioram engine. Owned for 3 and a half years, absolutely stunning car throughout, I can email multiple pictures on request. Tel: 07725 733852. Email: piercemark2712@gmail.com (Wales).

£63,999

P0319/023

911



1995 Porsche 993 Carrera 4 Coupe

6 speed manual, genuine 80K with full and comprehensive service history portfolio, metallic Iris Blue with contrasting marble leather, sunroof, air conditioning, highly desirable modern classic in stunning condition at only £62,995. Contact the Renaissance Sales Team, tel: 01483 225878, Graham 07801 235272, James 07775 647037 or email: sales@renaissance-classics.co.uk (Trade).

£62,995

P0319/007

Carrera 996 (2002)

Basalt Black, black leather interior, sunroof, IMS bearing fitted, new clutch, new flywheel, new battery, nearly new 19" N-rated tyres, full service history, 85,000 miles. Tel: 01594 529241 or 07734 032078. Email: sandadavies@btinternet.com (Glos).

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DEALER TALK:

MAUNDRELL PORSCHE

He'd been selling Porsches since 1988, but it was taking the 964-model 911 RS he purchased in 1994 to a Silverstone track day that sparked Steve Rogers' (left, below) true, undying passion for the Zuffenhausen marque



How long have you been in the Porsche business?

I sold my first Porsche in 1991, have owned the cars since 1988, as has David Maundrell, my business partner, so I guess we have been in and around the brand for over 30 years. I liked the cars from the first moment I drove and owned one, and decided to start selling them around 1989. I owned a few over the following years, but then in 1994 purchased a 964RS "Lightweight", took it to a Silverstone track day and was totally hooked on Porsche and motorsport from that day on. I have dealt in Porsches ever since and been motor racing ever since, albeit not always winning!

What Porsches do you specialise in?

We sell anything with a Porsche badge, but we are currently stocking the Macan, Panamera, Cayenne, Boxster, Cayman and 911. Our core business is selling gen 1 and 2 987-model Boxsters and Caymans, and gen 1 and 2 997 911s, from early 3.6 cars right up to the gen 2 Turbo S. We also sell classic models like the 3.2 Carrera, 964 and 993, and have sold a 356 and a few 1960s 911s, as well as a couple of track cars.

What other services do you offer?

We are official dealers for Milltek exhaust systems, Gtecnic ceramic coat paint protection and Autoglym products. We have a large valeting and detailing facility on site, where cars are cleaned and valeted.

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

A 2007 Boxster with 72,000 miles in Atlas Grey, grey leather,

and with a full service history for £10,495, and a GT3 RS at £140,000.

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

The 987 Boxster is a fantastic car in all variants, as is the 981, which we are now selling plenty of. People are often amazed at the price and value for money of these cars.

Where do you get your stock from?

We buy our vehicles from main dealers, and our own customer base, who have previously purchased the car from us – we love to sell a car we have sold previously, especially if we have also maintained it. This gives us peace of mind along with the assurance that the car would have been fully prepared by our technicians when it was originally sold.

What warranty do you give, or sell?

All of our vehicles are supplied with a 12-month warranty. We offer an upgrade which gives total cover, and is a match to any warranty in the market including a Porsche main dealer's.

What's "hot" at the moment?

The really special cars, the 911 GT3 and GT2, and the Cayman GT4 are still very good investments in my opinion. So are some mainstream Porsches from the 1990s and early 2000s, if they have very low mileage. But I think some of the air-cooled cars have levelled out in price after years of price increases compared to most other marques. We've just sold a 986 Boxster with 16,000 miles and I can't see that going down

in value if the owner keeps the mileage low.

What's best value at the moment?

987 Boxsters and 997 911s. We think these cars offer superb value and are great fun to own and drive, as well as being quite practical.

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

A 2007 997 GT3 in grey – a great all rounder, happy on the road or track.

What car do you drive every day?

A 2010 911 Carrera S or a Macan, depending on the weather.

What are your plans for the future?

Our business is not just about selling cars or repairing, maintaining and servicing them. During the year we have lots of events for our customers, such as our track days where we exclusively hire a circuit like Castle Combe or Goodwood for customers to enjoy their cars, and these have proved hugely successful over the last few years. In 2018 we had our first "cars and coffee" event at our premises, attracting over 300 visitors and causing a traffic jam in the village! In 2019 we are planning to expand our events, and also our workshop servicing and repair operation.

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Fancy buying a car at auction, but put off by the perception of these events? It's likely that many potential attendees believe that cars sold there are either million pound classics and therefore only of interest to the super rich, or are cheap, dodgy motors concealing terminal problems.

There is, however, a middle ground where solid and sensibly priced classics, including Porsches, are to be found, and one such series of sales is run by Warwickshire-based Classic Car Auctions (CCA), which aims to sell cars under £50,000 (the associated division, Silverstone Auctions, handles the more exotic stuff), and which has inserted an additional sale into its 2019 auction calendar.

Its first sale of 2019 is on 23rd and 24th March, at the Practical Classics and Restoration show at the NEC in Birmingham, the following four at the Warwickshire Event Centre in Leamington Spa. These are on 25th May, 3rd August, 5th October and 7th December. The Porsche pictured was a typical of the December 2018 sale: a 1990 911 Carrera 4 Cabriolet with manual gearbox, £26,400.



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The car (drum roll in background...) is: a 2005, 987 Boxster S with Tiptronic transmission and just 17,000 miles, asking price £20,990 at Porsche Centre Cardiff, but you might be able to get it for around £20k. It comes with 19-inch Carrera S wheels, Porsche Communication Management (PCM) upgraded Bose sound, and phone wiring.

This was the cheapest Porsche in the network, but if you didn't fancy the automatic gearbox, Porsche Centre Cambridge had a 2011 Cayman for an extra £1000. So when budgeting for your Porsche, don't rule out PCs as their prices can surprise.



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P0319/018

**2008 997 C2 Gen 2**

PDK, Meteor Grey, black leather, PASM, Sports Chrono, cruise control, iPod/phone links, tyres, rears early October 2016, fronts July 2018, 19" C2S wheels, coloured crest caps, ventilated and heated seats, Bose speaker/sound upgrade, rear park assist, 44,800 miles, full PSH (next one July 2020), MOT to July 2019, Porsche warranty to Oct 2020 - transferable. Tel: 07462 563156. Email: cgpl200@gmail.com (West Yorkshire).

£33,000

P0319/016

911 3.2 1988 model

2 owners since new, 164K miles, dark blue. New rear wings and kidney bowl sills completed by Parr of Crawley in 2015, engine rebuild by D9 Autotech Wales at 160K, G50 gearbox. Present owner 28 years, unused spare wheel and tool kit, indoor cover, 911 luggage rack. Porsche Authentication Certificate, PCGB member, MOT until March 2018. Tel: 07392 117798. Email: robertpinckney@hotmail.co.uk (Wiltshire).

£38,500

P0319/035

Arena Red 1997 993 C2S Turbo body

Full history, 21 service stamps, 17 main dealer, I have owned the car for 8 years, massive history file, the body is near perfect, all the problems sorted, engine, Tiptronic gearbox, running gear, all good, 137,000 miles from new, every MOT since 2000, gen Turbo S spoiler plus original one, I have spent £19,000, total receipts £38,000, like a 30,000 mile car, gen reason for sale. Tel: 07931 700432. Email: stephenjhulme@aol.com (Cheshire).

£52,500

P0319/036

924

**924 Turbo**

One owner, non sunroof model, 1st January 1980, matching numbers, original bill of sale, extensive history file containing the original order acknowledgement letter from Porsche, 123,000 miles, Pasha interior, HPI clear, contact for more details and pictures of this 924. Tel: 07779 911911. Email: info@paulfrench.co.uk (Warwickshire).

P0319/013

944

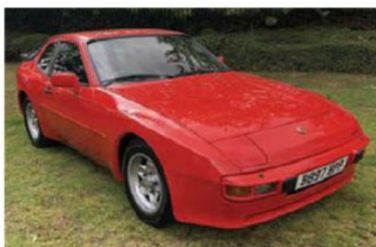
**944 Lux 8V collector's car**

Manual coupe in Guards Red, the car is a one owner on an F-plate and has covered only 5063 miles from new, the condition is as would be expected from an effectively nearly new car and is as it left the factory, the pictures show the car in the washed/leathered condition ie not polished or detailed. The car is fitted with very comfortable optional Sport seats and runs smoothly, the oil was changed at 1000 miles by Malaya Garage in Billingshurst, Sussex and the oil, oil filter, antifreeze, fuel filter and fuel pump were changed a couple of years ago, all documentation is available for review. Due to the unique mileage/condition this car is now considered to be a collector's car and almost certainly one of the lowest mileage 944s still in existence. The price is £34,000 due to its unique sale features, any questions please ask but only serious enquiries please. Tel: 01883 744712. Email: barry.young.822@btinternet.com (Surrey).

£34,000

P0319/040

944

**1985 944 2.5**

Only 31,000 miles. The car has been dry stored for 18 years, re-commissioning by a Porsche specialist, call for more details. Tel: 07891 826093. Email: scott.owen71@gmail.com (Leeds).

£7495

P0319/038

968

**1994 Porsche 968 Clubsport**

3.0 Inline 4, 6-speed manual, genuine 112K with FSH, Guards Red with contrasting black cloth interior, colour-coded Clubsport spoiler, 17" Porsche Cup alloys, black Clubsport decals, Clubsport Luxury pack, Atiwe 3 spoke steering wheel, electric mirrors, electric windows, electric removable sunroof, top tinted windscreen, at £32,995. Contact the Renaissance Sales Team, tel: 01483 225878, Graham 07801 235272, James 07775 647037 or email: sales@renaissance-classics.co.uk (Trade).

£32,995

P0319/006

**968 Convertible 6 speed manual**

UK original RHD, full history invoices past 14 years >14,500, 96,000 mls, full history, invoices from 2005 up appr. Power seats/mirrors/windows/roof, toolkit, compressor, all manuals. Last repairs: 89,462 mls: waterpump, radiator, all belts and rollers, shock absorbers rear, all fuel lines £2205; 95,200 mls: starter motor, central door lock, spark plugs, carpets, tyres, brakes, all hoses for brake and clutch, power steering, rebuilt clutch master and slave cylinder, handbrake, painting of rims, front bumper and hood, fender front left, all rocker panels front and rear including sealing, new MOT in Germany (Tüv) €5200. (See classified ad on www.911porscheworldmag.co.uk for list of factory extras). Trade with Ultima Coupe, Ferrari or watch GMT Master, Submariner. Tel: 0049 16098 985969. Email: andgo@web.de (Germany).

€16,000

P0319/039

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, next service due August 2019, road tax per year £305, I have been the owner for the last 10 years. Please contact Mandy on: downsloodge@tiscali.co.uk.

£18,500

P0319/020

CAYMAN

**Cayman 3.4S**

Design Limited Edition (number 88), Tiptronic, paddle shift, black with black hide, only 2 owners, 55K, PASM, Bose, 19" alloys, FSH. Tel: 020 8459 0005. Email: lesbar459@gmail.com (NW London).

£17,495

P0319/032

OTHER MARQUES

1996 BMW E36 320i Auto Touring high spec

Boston Green metallic with nearly new black leather interior, Z4 sports seats, walnut trim, new Alcantara MTech2 steering wheel, staggered 17" BMW alloys with new Avons, Blaupunkt Bluetooth Toronto, genuine M3 electric door mirrors, Ansa exhaust, 325 throttle body, new rad, thermostat, water pump etc, Powerflex bushes, MTech anti-roll bars and cross brace. New MOT, will exchange for 924/944. Tel: 07786 866099. Email: ocallensmith@btinternet.com (Dorset).

£2500

P0319/026

2006 Range Rover Sport HSE

Top spec, 170K, big 22" Autobiography alloys, 2.7 TDV6, full leather (heated seats), sat nav, tinted windows, all toys, 2 keys. Tel: 07475 745345 (Tyne & Wear).

£6150 ono

P0319/037

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

The values of water-cooled, front-engined Porsches have been hardening for some time now, but David Sutherland has noticed that some sellers are asking prices for these “Transaxle” 944s, 968s and 928s that are not so far short of air-cooled 911 money



RM 944 Turbo, sold £31,100, photo David Sirotinsky

Just maybe, from the auction watcher's point of view, the unthinkable is beginning to happen. For years – no, make that decades – values of water-cooled front-engined Porsche trailed way, way behind those of air-cooled 911s, the 924, 944, 968 and 928 so cheap they kept a generation of impecunious Porsche enthusiasts in wheels. £1000 got you a 944, two grand a useable 928.

Just maybe that's changing, the gap between water- and air-cooled Porsche slowly but surely diminishing, or put another way, water-cooled models rising to meet air-cooled prices. At an RM Sotheby's auction held at the Petersen Museum in Los Angeles last November, a 1986 944 Turbo of no particular provenance other than it was under 39,000 miles and had been well kept sold for \$39,200 (£31,100, including buyer's premium). On this side of the

Atlantic, in the same month Historics at Brooklands found a buyer for a 1992 944 Turbo Cabriolet at £19,810 which had covered a leggy 123,000 miles under four owners.

Dealers' asking prices aren't the same as auction sale prices, invariably infused with hopefulness, but it seems that if you want a good four-cylinder “transaxle” car, even 924s are nudging £20,000, and you're expected to pay £30,000 to £40,000 for a 944 or 968 that's a bit special.

Established Porsche specialist Williams Crawford in Saltash in Cornwall wanted £34,995 for a 1991 944 Turbo Cabriolet with 38,300 miles. ‘Everything points to it being a pre-production car,’ said the firm's Louise Tope. ‘So we thought we'd try it at this price. There have been other higher mileage 944s at a higher price.’

Indeed, sports car specialist Matt Johnson Prestige in Cumbria had stickered a 1991 944 Turbo

with 61,000 miles at £36,870. And in the heart of Edinburgh's “car dealer alley”, in Seafield, dealer group Peter Vardy, at its Peter Vardy Heritage site, was offering a 1985, two-owner 944 with just 25,400 miles for £29,500.

The 968, something of a damp squib model in its time (1992–1994) appears to be worth much the same as the preceding 944, low mileage examples in the early £30,000s. The most sought after 968 is the Club Sport with its weight-pared interior, and consequently is worth more. Just how much more is the vital question.

Philip Raby, near Chichester, had priced his 130,000-mile Club Sport – in Speed Yellow, surely the most glorious Club Sport colour there was – at a reasonable sounding £29,995, given its 2016 glass-out respray and much other recent work. But high end sports car dealer Orion Solutions in Cardiff was asking £71,398 for its

example, also in Speed Yellow. The difference was that this was the example one Porsche Centre, Dick Lovett, had bought to restore and enter in a Porsche Cars Great Britain in-house restoration competition; the cost of parts alone (all Porsche of course) came to nearly £20,000. ‘It is probably the best car in the UK,’ claimed Orion Solutions. In between these two was the 1994 Club Sport in red and with a tuned engine and chassis upgrades, priced at £42,500 and offered by Avantgarde Classic based in Tamworth in Staffordshire.

Switching our focus to the 928, the Porsche intended to replace the 911 but which didn't, this once shunned model has now been rehabilitated by the classic market. Buyers should realistically expect that any 928 that is cheap, and by that we mean under £20,000, is so priced for a reason (see the 928 GTS Buyers' Guide in this issue).

Returning to the Brooklands Museum sale, Historics extracted a bid of £51,520 for a manual 1994 928 GTS with 119,400 miles. This exceeded the upper figure of its pre-sale estimate by over £8520, and we find it very interesting that the 928 sold for only £3360 less than a 2004 996-model 911 GT3 Clubsport showing 42,500 miles. And that a 993-model 911 – the last of the air-cooled generation – could sell for much less than a 928 became a reality at Historics when the 113,000-mile but well presented 1994 911 Carrera Cabriolet made a comparatively

modest £31,000.

While the manual GTS has emerged as the most collectable 928, things don't always go to plan. The Historics sale saw a 1994 928 GTS with 78,500 miles carrying a £24,000 to £30,000 expectation but failing to reach its reserve and remaining unsold; perhaps the automatic transmission had something to do with it.

Away from the auctions there's plenty of evidence of the increasing value of 928s, such as the £39,995 asked for the 44,100-mile, 1987 928 S4 at London classic dealer Hexagon. Chiltern Motors in Berkshire, which specialises in prestige and 4x4s, was seeking £59,750 for its late, 1995 928 GTS with manual transmission and 65,400 miles. Over the last 18 months it had been comprehensively overhauled, the description said. Vintage & Prestige, which usually had many pre-war vintage cars for sale, had a 1989, 59,000-mile 928GT (built only with a five-speed manual gearbox) at £55,000.

Those who've owned and kept faith with transaxle Porsches will be pleased that the cars they've sustained and preserved are finally repaying the financial commitment. Others may be saddened that the cheap-as-chips 944 and 928 are all but a thing of the past. But it must be said to those annoyed at now being shut out of the market due to rising prices: you've had long enough to buy one in the past, so blame yourself, not the collectors who are driving prices up! **PW**



Historics 944 Turbo Cabriolet, sold £19,810



Williams Crawford 944 Turbo Cabriolet, asking £34,995



Matt Johnson Prestige 944 Turbo Cabriolet, asking £36,870



Peter Vardy Heritage 944, asking £29,500



Chiltern Motors 928 GTS, £57,750

CLASSIFIEDS

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REGISTRATIONS



Number plate

Number plate for sale, 'F4C ME', call for more details. Tel: 01246 590698.

Offers P0319/031

LEZ 911

'LEZ 911' registration for sale

Until recently on my 964 but have now decided to sell the registration, on retention certificate, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.

£3500 P0319/005



'BOX 533R' number plate for sale

Ideal Porsche Boxster registration number for sale, plate is currently on retention. Tel: 07736 773776. Email: nicholahutson@btinternet.com.

Offers above £2500 P0319/022



Top Porsche or race winner?

'P1 1 WON' just for you

Offered for private sale here is the UK registration number 'P11 WON', mine since 2003, it has been used on my race transporter but as I am now an ex-racer (boo hoo) I am prepared to pass it on to a fellow winner. Currently in use on one of our road cars, it is registered with the DVLA on a V5c in my name but I will arrange either transfer to your vehicle or onto a retention certificate immediately cleared settlement is received, I will pay all DVLA fees. Tel: 07766 010662. Email: tvrracer@aol.com (Derbyshire).

£24,911 P0319/042



'K1 JOT plate'

Plate on retention certificate so £80 transfer fee already paid, rare number 1 and cuts down to nice short foot long plate. Tel: 07799 064911. Email: calder911@yahoo.co.uk.

£995 P0319/014

REGISTRATIONS

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REGISTRATION NUMBERS

98 RSR	911 PYT
300 RS	911 FEG
987 MD	911 MSD
911 EH	CAR232A
REG 911E	911 FJX
S911 LER	930 FF
996 POR	XXX 911C
POR 997T	991 PD
POR 911K	911 RWS
POR 911N	911 MPY
POR 911Y	918 MHH
993 POR	S918 POR
993 RUF	A993 XXX
VNZ 911	TON 997X
964 MC	997 CSS
964 GC	WBX 911
RED 911H	P993 POR
RSR 911K	CAB 911X
RSR 911T	VOP 911S
RSR 911X	E944 POR
B911 RSR	A911 DPG
RUF 911T	P911 SCH
911 SCR	WAG 944S
RS18 POR	RS68 RSR
GT68 RSR	RS68 POR

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PCGB MEMBER TEL: 07730 007694

EMAIL: erha300@aol.com



Cherished number plate 'R911 TUR'

Plate is currently on a car but can be reassigned very easily, looks awesome on the car. Tel: 07790 469507. Email: a5h911@aol.com.

£5000 P0319/021

GT03 DKT

'GT03 DKT'

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

£350 P0319/046

P911 FON

'P911 FON'

Cherished registration for sale, on retention certificate, for immediate transfer. Tel: 07792 872996. Email: alan.gammon@icloud.com.

£2500 P0319/044

NLG 991T

Registration 'NLG 991T' for sale

An interesting registration number 'NLG 991T' for sale, currently on my motorbike but easily transferred, buyer to pay fees.

Tel: 07764 229155. Email: peter.bull@horizontaerospace.com.

£850 P0319/025

REGISTRATIONS

POR 82T

'POR 82T' cherished plate for sale

Drive a 1982 Porsche? The best plate for an '82 Turbo or Targa! On retention certificate ready for placement, DVLA fee included. Tel: 07739 642684. Email: richard@db9.org.uk.

£2995 or offers P0319/033

98 BS

'98 BS' registration on retention

Personal seller, for a speedy response email offers to: gotalottosay@gmail.com.

£9000 ono P0319/045

L8 RCO

L8 RCO

'L8RCO plate'

'L8RCO' plate on retention certificate so £80 transfer fee already paid, new plates will have to be bought though. Tel: 07799 064911. Email: calder911@yahoo.co.uk.

£675 P0319/015



'P911 PAV' registration

The last missing piece of your marvellous Porsche 911, a privately owned P911 registration on retention with all fees paid until 2027, suitable for all cars from year 1996+, please note that the car is NOT included. Personal pickup of retention certificate with cash payment or next-day delivery with prepaid bank transfer available, price negotiable. Tel: +44 7872 334017. Email: hball62@hotmail.co.uk.

£9110 P0319/043

PARTS

PARTS



Titanium wheel bolts/Winter tyres

A set of World Motorsports aerospace quality titanium lug bolts for 997s. Only been fitted once then removed so they are as new, £250 (should fit 996/986). Four Vredestein Guigiaro design Wintrac Xtreme winter tyres, 245/40 R18. These are ex Audi R5 and have only had a few months use, all tread is 5 to 6mm and come with their own covers for storage, excellent condition, £120. Tel: 01403 217297. Email: graham@kerrhouse.co.uk (West Sussex).

P0319/027

996 tyres

225/40 ZR 18 92W tyres, Zeta Alventi tyres, 7mm tread, no damage, no repairs. Similar tread pattern to Pirelli P Zero Rosso, pictures available. Tel: Martin, 07766 160594. Email: mawarman@supanet.com (Derbyshire).

£45 for the pair P0319/002



Cayenne winter wheels

Complete set of 4 genuine Porsche Cayenne alloys with Pirelli Scorpion Ice & Snow 255/55 R18, excellent condition with no damage and approx 5mm tread, supplied directly by Porsche December 2014. Tel: 07808 700772. Email: ggburman@hotmail.com (Essex).

£450 P0319/041

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TRIED & TESTED

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

PORSCHE 3.2 SUPER SPORT EQUIPMENT CABRIOLET * 1989 'F' * 75,300MILES * £79,000



One of the last SSEs delivered to the UK, this black example has ostensibly quite a straightforward history: it was sold by importers AFN, registered as F559 RYH on March 3 1989 to a Michael John Comer at a London address. With a change of owner (and number plate) the car later took up residence in Northern Ireland. Its third owner, also in Ulster, acquired it from Holybrook Sports Cars in Glenavy in October 2016, who had carried out a cosmetic refreshment of the SSE which had been in storage for some time. The car is now for sale through Mick Pacey's Export 56 at Newport Pagnell.

The service book is complete with only one stamp missing; beyond normal servicing Export 56 has recently attended to the kind of age-related matters which afflict any 30-year-old 911, such as replacing heat exchangers and thermostats, replacing the exhaust system and renewing headlight seals; removing messy aftermarket radio wiring, tidied the facia. Window switches are new as are the door cards, but the cream leather interior is original and the cabin has worn very well, lending credence to the low mileage. Externally this SSE was already very presentable and a new tonneau cover for the hood finishes it off.

Fresh from its thorough seeing-to by Export 56,

this 3.2 presents itself in fine fettle: the battery is weak, but when the engine catches the flat-six idles contentedly. Clutch take-up is smooth, first engages easily and the open road beckons. On a frosty morning the benefits of new tinware are soon evident as the heater disgorges power station volumes of hot air, demisting glass and quickly superheating driver and passenger and enabling hood-down motoring. The 3.2 is vocally and addictively responsive, pulling lustily especially above 4000rpm; the non-servo steering is light, does not weight-up in fast cornering, as worn Porsche steering sometimes can, and at all times transmits that precise, intimate connection with the road. Purists might object to the weight and dynamic inefficiencies of the SSE's wider coachwork, but these are not at all apparent to the driver; neither do they seem to slow the 911: when the SSE was new, *Autocar* managed 0-60 in 5.6s and reached 148mph flat out. The body of this SSE is properly damped and there are no rattles or hints of scuttle shake, the G50 is a joy to use and the transmission exhibits none of the driveline shunt which often afflicts older 911s on lifting off; with new pads the brakes pull up hard and straight. In all respects this low mileage and sparingly driven M491 Cabrio feels ready for at least another 75,000 miles. **PW**



CHECKLIST

BACKGROUND

The Super Sport Equipment (SSE) was a 'Turbo Look' run-out model of the 3.2 Carrera. After supplying large numbers of the widebody 911, mostly to US clients through Sonderwunsch, in 1986 Porsche introduced a widebody non-turbo 911 under option code M491. This was a complete package: instead of the previous catalogue of add-on options, 911s so specified had the Turbo body shell together with its lower suspension, thicker anti roll bars, the Turbo's more generous tyres and cross drilled discs/four piston caliper brakes. The cabin was standard leatherette Carrera unless optioned otherwise and under the engine cover was the stock 231bhp (non-catalyst) 3.2 flat-six mated to the five-speed G50 transaxle. However, by the time the SSE reached the market, demand had slackened: supply of the real 911 Turbo to America had resumed a year earlier and a premium of DM 30,000/£10,000 for the Turbo Look over the price of a standard 911 was dissuasive. As it was a variant and not an individual model, Zuffenhausen issued no production figures though it is believed about 400 were built with 53 RHD delivered to the UK. Manufacture was not limited to coupés and the UK figure is believed to include 14 Cabrios and 18 Targas.

WHERE IS IT?

Porsche-mad Mick Pacey bought his first, a 914 at 17. A career in advertising enabled him to sustain his ever more demanding Porsche addiction. He established Export 56 virtually as a hobby because in the 1990s there seemed to be no one restoring old Porsches properly, and eventually he left the fleshspots of the West End to run the business full time. Today Export 56 is an established restorer of pre-1973 Porsches, in particular the 356, a more complex car than the 911 and far more exacting to renew correctly; Export 56 specialises in the RHD 356s of which over 15 years only 1000 were made. Export 56, Tickford Street, Newport Pagnell MK16 9BJ 01908 216661 export56.com

FOR

Rare 3.2 version with low mileage and few signs of wear; recent refurbishment by reputed specialist.

AGAINST

SSE doubles price of the plain Cabrio.

VERDICT

Fine example of Turbo Look and easier to maintain than the (far dearer) real thing.

VALUE AT A GLANCE

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

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PARTS



Boxster hard top for sale

To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition.

Tel: 07711 182888. Email: pr@trade-events.co.uk.

£995

P0319/030

Cayenne spare wheel

Genuine Porsche Cayenne alloy wheel with Continental Sport Contact 255/55R18 tyre, no damage or repairs, 4 - 2.5mm tread, used as full size spare, pictures available. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).

£65

P0319/011

MISCELLANEOUS



Porsche repro garage wall signs

2ft repro garage wall sign for display on your garage or showroom wall, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: smithbarrington@gmail.com (Leics).

£50

P0319/028



911 & Porsche World magazine issues 1-12

A rare opportunity to purchase the very first 911 & Porsche World magazine dated Summer 1990, along with the next consecutive 11 issues, all are in great condition, more photos can be sent on request, will post worldwide, buyer to pay postage costs. Tel: +44 7973 172792. Email: n.lettin@btinternet.com.

£100

P0319/017

MISCELLANEOUS



'Endurance Fahrer Weltmeister'

Genuine Porsche factory poster issued to dealers in 1985 to celebrate World Endurance Championship victory for Hans-Joachim Stuck and Derek Bell. Original and unmarked, giant 100cm x 75cm suitable for framing for display in the garage or den, NOT a reprint! £30 includes FREE UK delivery in strong cardboard tube. Tel: Paul, 01462 701133. Email: auto.writer@btinternet.com.

£30

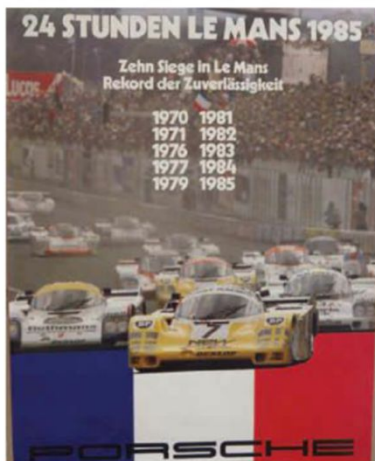
P0319/009

911 & Porsche World magazines 2001-2017

c190 copies of the magazine plus various supplements, a few odd copies from late 1990s and I subscribed 2001 to 2017. Decent condition and buyer collects due to weight, very close to A12/A406 and M11 and Gants Hill on Central Line or Ilford station. Tel: 07526 652126. Email: georgegreen001@hotmail.com (Essex).

£85

P0319/001



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Genuine Porsche factory poster issued to dealers in 1985 to celebrate 10 outright victories at Le Mans. Original and unmarked, giant 100cm x 75cm suitable for framing for display in the garage or den, NOT a reprint! £30 includes FREE UK delivery in strong cardboard tube. Tel: Paul, 01462 701133. Email: auto.writer@btinternet.com.

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P0319/010



Porsche 968 book

72 unmarked pages, tech specs, colour range, history etc, great colour photos, vgc. Tel: 07399 359072.

£7.50

P0319/048

MISCELLANEOUS



Back issues 911 & Porsche World + Evo/Car

I have lots of magazines for whoever gets them first. I subscribed to 911 & Porsche World not long after I bought my C4 in 1992 and have about 8-10 years of magazines, some issues probably lost, bundled in with all of them are issues of Evo, Car, Top Gear, What Car and Car and Classic. I am downsizing and everything must go, picture only shows half the mags! Buyer collects (in big cart!). Tel: 07717 646008. Email: katwa@hotmail.com (Staffs).

£50

P0319/047

WANTED



WANTED

Wanted all Porsche models pre 2005!

All conditions wanted, from restoration projects to concours, right and left-hand drive. Complete collections purchased, cash buyer, discretion assured. Please contact me if you are interested in selling your Porsche and are looking for a prompt hassle free cash buyer! I am especially interested in the following models: 911, 911SC, 911 3.2, 964, 993, and low mileage 996 and 997. Tel: 07787 528131. Email: sales@torosportscars.com.

P0319/019

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Deadline for inclusion in the April issue is 14th February (May issue deadline 14th March).

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Advertisers: Be aware of offers higher than the advertised price. This is likely to be fraudulent activity and we strongly advise you not to proceed with the transaction.

TRIED & TESTED

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

997 GEN '1' 3.8 C4S CABRIO * 2006 '06' * 67,270 MILES * £29,995



Towards the upper end of 997 C4S gen1 pricing is this slate grey Cabrio. A six owner car, it was originally commissioned by Mayfair Porsche in April 2006 and lived in London before moving to Northamptonshire and later to Camberley and its most recent owner. He traded it with vendor Renaissance Classic Sports Cars for a 2011 997 Coupé. The service book is fully stamped confirming attention from several PCs, Dovehouse and a couple of local garages including Lyme Porsche & VW. A reassuringly thick sheaf of invoices accompanies the formal documents.

Even before Renaissance's detailers have finished their magic, this 997 Cabrio looks remarkably smart: the paint, unblemished except on the vulnerable lower front arches, is polished to an impressive sheen and the hood has received equal attention and is marred only by slight fold marks caused by owners leaving the hood down for long periods. The effect is completed by the 20-inch wheels, resplendent after their visit to a well-known refurbisher. The all leather cabin has worn well, particularly the wheel and driver's seat: a Sport Chrono gauge adorns the unmarked leather dash top; lower down, gen 1 facia plastics were not always the most robust, though here thirteen years' use is only really apparent on the ventilation switches which have lost some of their paint. The 987/997 grey plastic door handles exhibit no scratches or ring finger damage. Engine compartment and boot are spotless. The brake discs have plenty of material and the Michelin Sport

Pilots are less than half worn.

The vendor's preparation notwithstanding, previous owners have obviously treated this 997 with some care. Besides its appearance and complete service record, it has a tautness and response that belies its age. On the road the 3.8 is smooth and uncomplaining at low revs, yet in true Porsche fashion will pick up speed, with that wonderful rush as the red line approaches, though without quite the zest of the redesigned gen 2 DFI engines. The gearshift has no slop and the clutch bites just above mid-travel. Even though it's a 4S this 997 steers beautifully, no doubt in part thanks to a four-wheel geometry check. Auto air con works efficiently. The ride is firm, with no creaks or other untoward signs of distress, and just the odd rattle from the doors. Brakes pull up absolutely straight although pedal travel is on the long side.

The vendor subjects his cars to an extensive check and on water-cooled Porsches of this vintage that includes a thorough examination of the coolant system especially as, says Renaissance's Graham Beeson, warranties tend to class coolant systems as wear and tear items and so not covered. He offers the results of a cylinder borescope examination as part of the sale, which includes a six month parts warranty and a 12 month advisory-free MOT certificate.

For sale at a third of its new asking price, this high spec 4S Cabrio is not the cheapest available, but its pedigree and condition mean that for buyers who seek a 911 they can cherish without spending a fortune this example represents decent value for money. **PW**

CHECKLIST

BACKGROUND

The 997, a comprehensive re-shell of the 996, also turned the S into a more powerful version, the gen 1 engine bored out to 3826cc and 30 more bhp. The new 911's lines met universal approval, as did the updated cabin with its notably better and tidier fascia. The troublesome intermediate shaft of the M96-7 remained though, now supported by a larger bearing. Anecdotal, incidence of failure is rather lower; 136,000 of the first generation 997 were built of which 40,200 were Cabrios. The C4 models accounted for 15,687 of these and the S (12,487 made) was by far the more popular.

WHERE IS IT?

Renaissance Classic Sports Cars are new boys on the block: their imposing showroom on the former A3 at Ripley opened in 2017. General manager Graham Beeson who ran Beeson Motorsport before working for Caterham, deals mostly in Porsches, but he doesn't limit himself to Zuffenhausen and besides the inevitable M3s it is refreshing to see a couple of Ferraris, Caterhams and even TVRs. The spacious workshop is already being expanded to incorporate an engine room as is garaging. Shunning newer models, Beeson tends to look for pre-991 Porsches in particular and prepares them exactly. A recent coffee morning attracted 150 cars, five times more than anticipated: a receipt of interesting water and air cooled Porsches plus Cerberas, Lotuses and even a Cosworth Sierra looks destined for success. renaissance-classics.co.uk GU23 6HB 01483 225878

FOR

Condition, service record, manual gearbox.

AGAINST

C4 and S spec add to price without offering significantly better performance.

VERDICT

First class early open 997, nicely presented and ready to be enjoyed.

VALUE AT A GLANCE

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



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Porsche 911E 1972 Coupe
2.4L, "Oil Klapper", Manual
Gearbox, LHD, Gold Metallic 88



Porsche 356 B T6 Coupe 1962
Manual Gearbox, RHD, Signal Red
6211 with Red leatherette interior



Porsche 911T 1970 Coupe 2.2L
5-Speed Manual, LHD, Signal
Orange with Black leather interior



Porsche 911T 1972 Coupe 2.4
Manual Gearbox, LHD, Slate Grey
with Red leather interior



Porsche 965 Turbo 1991 3.3L
Coupe, Manual Gearbox, LHD,
Metallic Black with Matador Red
leather interior.

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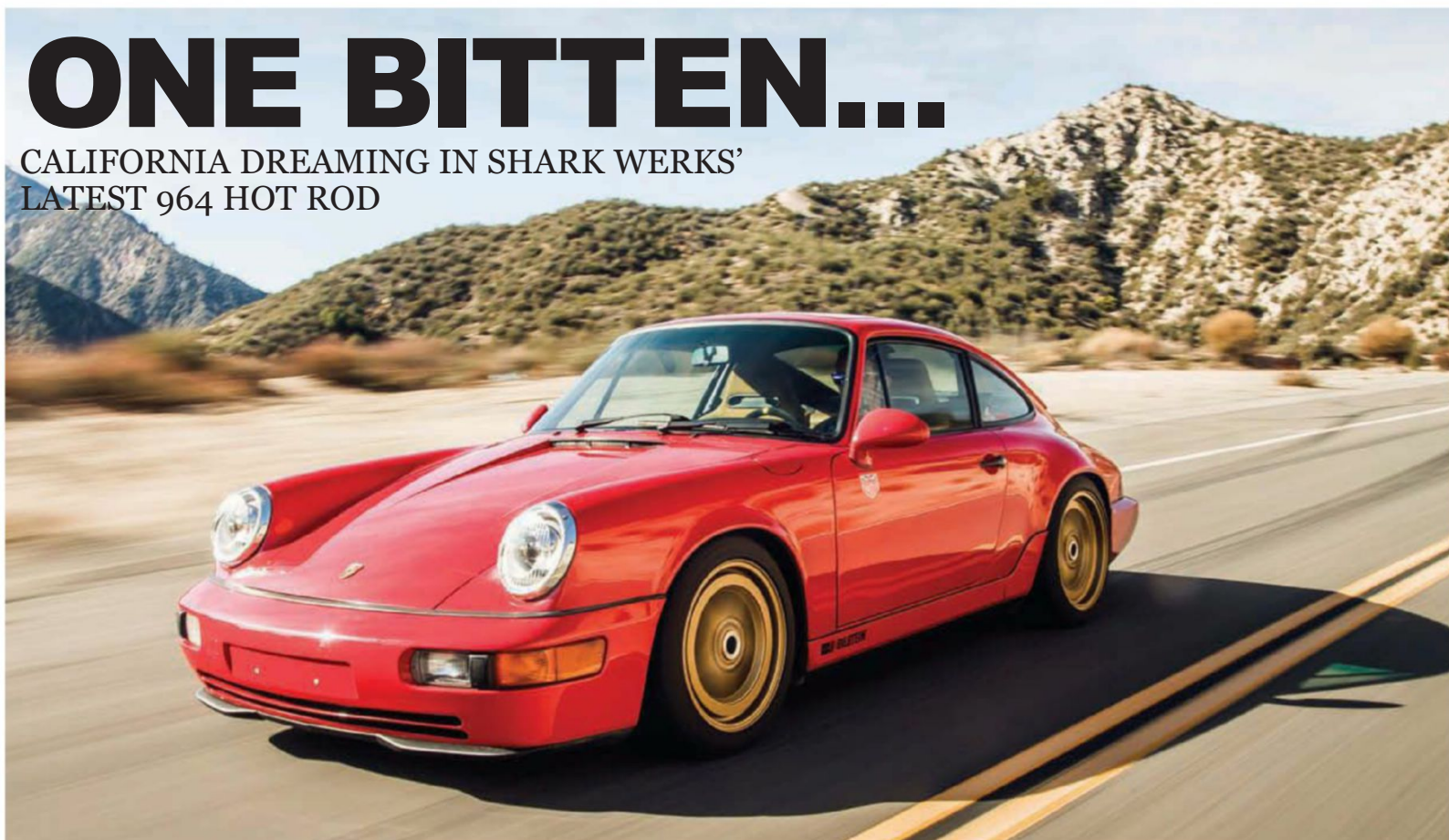
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