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UP FRONT

The 959 might have been a technological white elephant at the time, but its potential was in the future

The Porsches that inspire me are many and varied, but the one that's always fascinated me more than any other is the 959. I well recall its launch in 1986 and managing to sneak a rendering of it into a graphics project at college. I was intrigued by its technology and its frankly otherworldly looks. It looked like something from the future, which was pretty amazing given that it was based on something from 1963. Yes, I liked the other supercars of the era, like the Ferrari 288 GTO and the F40 of 1987, but they were crude by any comparison.

And the 959 seemed to come from nowhere. Sure, it was a Group B homologation special and Porsche was obliged to build 200 examples (they actually built 292), but unlike most manufacturers that built

“ The Ferrari 288 GTO and the F40 were crude by any comparison ”

something vaguely road legal and tolerable, Porsche developed a raw racer into a sophisticated road car that was quite unlike anything else it produced. Some of the tech trickled down into subsequent 911s, but it wasn't until the arrival of the 996 Turbo that Porsche even started to get close to emulating the 959. It was almost a technical white elephant, its potential to be realised in the future.

Why do I mention this? Well, in this issue we've had a bit of fun pitching the 959 against the new 992 C4S. Incredibly they both put out 444bhp from near enough 3-litre, twin-turbo, flat-six engines, both have adaptive damping control, four-wheel drive and near 200mph potential. It's just that one them had all that 33-years ago. And 33-years on, none of this is any great shakes and 444bhp isn't even remarkable, which is a measure of how things have progressed. It's taken a while, though!

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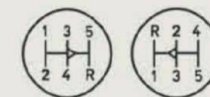
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ALL THE PORSCHE NEWS AND VIEWS

NEWS

New 911 Speedster gets GT3 running gear * Emissions regs hit global Porsche sales * New specialist in Essex * Porsche celebrates 10-years of the Panamera * Goodyear launches new SuperSport tyre range



PORSCHE GIVES NEW SPEEDSTER THE 'GT3' TREATMENT

4.0-litre GT3-derived engine pumps out 510hp despite particulate filters

Production of the latest Type-992 911 might be in full swing. But there's still a little life left in the outgoing Type-991. We give you the 911 Speedster, a 'new' model based on the old 911.

More specifically, it's based on the 991.2 GT3 and thus answers one of the great ongoing controversies among Porsche enthusiasts. Can the GT3's signature atmospheric flat six survive the introduction of particulate filters, as dictated by the new WLTP emissions rules that recently came into force in Europe?

The simple answer is yes. The Speedster carries a version of the GT3's

naturally aspirated 4.0-litre flat six. But it doesn't just maintain the GT3's 500 metric horsepower output despite the addition of a pair of gasoline particulate filters. It actually offers an increased output of 510hp.

As for the details, well, it's intriguing stuff. Porsche says a number of changes have been made to enable the engine to maintain its high specific output. The newly developed exhaust system is actually 10kg lighter than before, despite the incorporation of a pair of filters. On the intake side, new high-pressure fuel injectors enable an optimised spray pattern which now operate at 3626psi. That's

725psi higher than before. But the showbiz feature is the introduction of independent throttle bodies for each cylinder.

Perhaps counter intuitively, Porsche's GT car boss Andreas Preuninger says the throttle bodies don't just improve response and performance, they also make for "better combustion, cleaner burn, and less emissions." The net result is the aforementioned 510hp output at 8400rpm. The stratospheric 9000rpm redline remains, if you were wondering. For the record, maximum torque output is 347lb ft at 6250rpm. That's good enough for a claimed sprint to 62mph in four seconds flat and a top speed of 192mph.

The new 911 Speedster is not just a posing machine. It's based on the 991 GT3, so that means 500+bhp and a chassis to match the power. Think of this as a seriously hardcore weapon

If the acceleration time seems a little underwhelming, well, the Speedster is available with just one transmission option, the six-speed manual seen in the last GT3 and indeed the 911 R before that. As for styling, the Speedster is a dead ringer for the second iteration of the concept Speedster Porsche has been wheeling out at various events and shows recently. That means a shortened windscreen, probably pinched from the 718, and the showpiece double-bubble convertible hood cover.

The latter is a single-piece affair, fashioned from carbon-fibre and, for what it's worth, the most complex such body component Porsche has yet produced. Like the Type-991.1 911 R, which Preuninger says was originally conceived in parallel with the Speedster, the new drop-top model also gets carbon-fibre front wings, bonnet and rear decklid. The biggest deviation from the concept is a proper folding roof, rather than just a tonneau cover. Porsche says the semi-automated roof system is lightweight and yet

suitable for daily use.

The car's aero package, meanwhile, is derived from the 991.2 GT3 Touring, including the pop-up rear spoiler and diffuser combo, though the front lip is a new development. The optional Heritage Design Package, which includes a contrasting white decal set over GT Silver coachwork, incidentally, will set you back £15,302 on top of the not-insubstantial £211,599 basic list price. The Heritage Design Package also extends inside to a colour scheme in Black and Cognac with gold detailing. Carbon-fibre bucket seats come as standard.

Chassis-wise, we're talking GT3 bits tuned to suit the slightly different remit of the Speedster. So, rear-axle steering, a mechanical locking diff, dynamic engine mounts, centre-lock wheels and Porsche's PCCB ceramic brakes all feature. All told, Porsche says production will be limited to 1948 units, that number obviously chosen for its historical significance. It's the birth year of the "No. 1" 356 Roadster.



SPEEDSTER THROUGH THE YEARS

1952 was the year Porsche debuted the 356 America Roadster, which included 'Speedster' in the model name for the first time. In 1957 came the 356 A 1500 GS Carrera GT Speedster, its 1.5-litre lump good for just 110hp. It wasn't until 1988 and the 911 Speedster based on the incumbent 3.2 Carrera model, that the Speedster brand reappeared. Since then, every major 911 type has been given the Speedster treatment, with the exception of the 996. The most recent previous incarnation launched in 2011, based on the second-generation 997. Just like all other 911 Speedsters, the 997 model's powertrain was derived from the standard model rather than being the work of Porsche's Motorsport division. The latest Speedster is thus the first to pack an engine from one of Porsche's GT cars.



PORSCHE’S EURO SALES DIP THANKS TO WLTP

Deliveries down 32 per cent Europe-wide

Thought the Speedster’s 510hp engine meant that the WLTP emissions regime wasn’t so bad after all? Well, you might want to take a seat. Porsche’s European sales dropped 32 per cent in Europe for the first quarter of 2019. And WLTP is at least part of the problem.

According to Detlev von Platen, Member of the Executive Board for Sales and Marketing at Porsche, “the changeover to the new WLTP test cycle and gasoline particulate filters has continued to occupy us in the first months of the year. In addition, the unusually strong start to 2018 meant that a comparatively weaker first quarter was to be expected.” Another factor is the generation change for the top-selling Macan and the iconic 911 sports car. The new 911 was presented in Los Angeles at the end of November and is being gradually launched in the individual markets.

Central to the problem is the long-winded process involved with getting new cars

WLTP certified. It’s forced Porsche to offer a very limited line up in many European markets as its models queued for limited WLTP testing resources. Meanwhile, the new testing regime has also undermined the ability of some hybrid models to qualify for various tax and road access breaks, leading Porsche to re-engineer some models. That Porsche has entirely dropped diesel from its range can hardly be helping sales in Europe, either, even if diesel’s popularity is on the wane.

Overall, Porsche’s worldwide sales for the quarter only dipped by 12 per cent thanks to increases in other major markets, including the USA. But 12 per cent down is still pretty catastrophic given Porsche’s sales have been growing consistently for over 20 years. That sales in China were also down by 10 per cent will be a serious worry, too, though Porsche reckons that’s down to customer reticence in expectation of the announced lower value added tax

rate from April.

It’s not all gloom and doom, however. For 2019, Porsche expects a slight overall increase in deliveries compared with the previous year, supported by the demand for new products. “In particular the eighth generation of the Porsche 911, which started being delivered in Europe a few days ago, is in high demand from our customers, and allows us to look optimistically toward the future,” says Detlev von Platen. The new Cayenne Coupé will be in dealerships from May and in September Porsche will present the Taycan as the first pure electric sports car.

It’s the Taycan that’s most intriguing in all this, signifying Porsche’s push into all things electric. It’s a huge bet Porsche is making with the Taycan and its all-electric progeny. After 20-odd years of virtually untrammelled growth since the 986 Boxster launched in 1996, the future suddenly looks much more uncertain for Porsche.

Porsche’s sales hit by new WLTP test cycle for petrol engines, according to Detlev von Platen, with a drop of 32% in Europe in first quarter

OUR TAKE

THE ENGINE THAT JUST WON’T DIE

This is the last of the great Porsche atmospheric engines. We’ve been waiting to say that about one of Porsche’s GT car engines for years. But the damned things just won’t die. That’s despite the imposition of the new WLTP emissions regime that initially threatened to finally kill off the GT3’s screamer.

After all, WLTP comes with stricter regs for petrol engine particulate emissions which in practice entail the fitting of a new filter arrangement to exhaust systems. Not a huge problem for forced induction engines. Just dial up the boost a bit. But surely more problematic for naturally aspirated lumps that rely on free flowing gases into and out of the engine. And yet here we are with the Speedster, complete with a pair of particulate filters and – wait for it – actually more power than the GT3 on which its engine is based.

OK, it’s only 10hp up and still a little less than the latest GT3 RS. But the RS has the benefit of a spot of ram effect on the induction side, something the Speedster omits. Safe to say, anyway, the particulate filter hasn’t turned out to be such a disaster after all. Not from a performance perspective, at least. The impact it’ll have on the GT engine’s soundtrack, on the other hand, remains to be seen.

Of course, given that GT-style 992 mules have been spotted testing accompanied by the unmistakable wail of an atmospheric engine for some time now, Porsche’s commitment to the engine type has been pretty clear. In truth, Porsche reps have been nothing if not vocal about their intention to stick with what they call the more emotional atmo’ engine if humanly possible. But the Speedster is still the first absolutely official and specific confirmation that not only can natural aspiration survive WLTP, it can thrive.

Questions, however, remain. What of the specification of the long-awaited second batch of 991.2 GT RS? Will they get the Speedster’s engine spec complete with those sexy sounding independent throttle bodies? Same question for the 992 GT cars, really. And what of the imminent 718 GT4 and Spyder twins? Answer have we none,

unfortunately, except to say the death of the naturally aspirated Porsche flat six has been greatly exaggerated in the past. So, don’t panic. It’s not going anywhere anytime soon.

In fact, if we had to put money on it, we’d bet Porsche is already working on a hybrid petrol-electric atmospheric GT3 with a powertrain awfully reminiscent of the 918 Spyder. It won’t be ready for the first generation 992 GT3, you understand. But the one after that? Watch this space, folks.



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ADH's Ashley Harvey says the core aim with the new outfit is to ensure clients benefit from a flexible approach to solving problems, especially compared to the constraints of visiting a main dealership. Moreover, Ashley says the founding of ADH was driven not only by a passion for working on Porsches, but also by experience of actually owning many different examples of the marque.

But what does that actually mean? Well, ADH's aims to offer not only a comprehensive range of services, but also open and informative communication. That will involve everything from giving advice over the phone and a first hand demonstration of their detailing services to a video log at each stage of engine strip down and rebuild, describing in detail the processes and reasoning.

All of ADH's work is carried out in their comprehensively equipped workshop, with the latest diagnostic equipment and tools, including the

use of Porsche approved oils and parts. Specifically, ADH's services include general inspections, fixed price services, full engine and gearbox rebuilds, brake and clutch replacements and any general maintenance required.

ADH also offers in-house detailing services and has over five years' experience with paint correction, wet sanding, ceramic coatings, interior cleaning and engine bay cleaning. As for pricing, ADH's fixed price servicing for a 986 Boxster starts at £205 for a minor service and scales up to £425 for a major service. For a 993 Carrera, you're looking at £250 and £585 respectively, while most aircooled models are priced at £225 and £550. ADH offers fixed priced 997 Carrera servicing from £215 for a minor and £365 for a major.

ADH can cater for almost every Porsche model, including the 928, 924, 944 and 968 transaxle models, Cayennes, Panameras and the latest sports car models. ADH's normal opening hours are 9am to 6pm Monday to Friday and 9am to 1pm on Saturdays. You can get in touch via info@adhporche and on 01376 348785. You can also find out more from the ADH website at www.adhporsche.co.uk, ADH's facebook page and @adhporsche on Instagram..

Porsche drivers and fans in Essex/East Anglia have a new specialist to frequent. ADH is based near Braintree. Fixed price servicing starts at £205 for a 986 Boxster

PORSCHE CELEBRATES 10 YEARS OF PANAMERA

Porsche's sports saloon has notched up nearly a quarter of a million sales

Time flies when you're driving a Porsche. So, it shouldn't come as a surprise that Porsche is celebrating the 10-year anniversary of the introduction of the Panamera sports saloon. Controversial at launch, after 10 years and 235,000 units the Panamera has been an unqualified success, if not quite a smash hit to rival Porsche's SUV models.

The first Panamera of 2009 drew mixed reviews for its styling. But as a car to drive and for offering one of the best cabins of any sporting saloon, the Panamera has drawn high praise from day one. In technological terms, it's also been very influential for Porsche.

"As a technology platform for innovations that were later transferred to other models, the Panamera has played a significant role in shaping the past ten years of the brand's history," explains Michael Steiner, first Vice President of the product line when the Panamera was launched, today Member of the Executive Board Research and Development. "With its high-performance hybrid variants, it is now above all a trailblazer for electromobility at Porsche."

Of course, the idea of a full four-seater Porsche predates the Panamera. Over the course of its 70-odd-year history, Porsche's

engineers have often returned to the notion. In the 1950s, they developed a comfortable four-seater based on the 356. The Type 530 had a lengthened wheelbase, larger doors and a raised roof at the rear. Others followed, including a four-door prototype based on the 911 and, in the 1980s, lengthened variants of the 928. Ferry Porsche used one of these as his private car. In 1988, Porsche made a new attempt with the Type 989. This four-door coupé offered space for two full seats in the rear. Power came from a front-mounted V8.

The 989 fell at the last hurdle before going into production. But it laid much of the groundwork for the Panamera. At the turn of the new millennium, Porsche conducted market studies, analysed the competition and decided to develop a four-door hatchback saloon. According to Michael Mauer, Vice President Style Porsche, "[Porsche] wanted to build a four-seater sports car with a fast roofline, large tailgate and hatchback." Technologically speaking, it was the introduction of the Panamera S Hybrid in 2011 that was most significant. It was then the most economical Porsche to date, despite delivering a healthy 380hp.

If anything, however, the second generation Panamera introduced in 2016

has been even more successful, with improved styling complementing the signature best-in-class dynamics and driving environment. Today, the top Panamera, the Turbo S E-hybrid, cranks out nearly 700hp and returns as much as 80mpg. The current Panamera is also available in a wider range of body styles, including the elegant and practical Sport Turismo with its extended rear roofline, and is manufactured entirely at the Porsche plant in Leipzig.

Porsche is celebrating 10-years of the Panamera, which bears more than a passing resemblance to the stillborn 989



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GOODYEAR BACK ON TRACK

New range of high performance tyres from Goodyear to take on Michelin as default option for Porsche drivers

'Back on track' is the mantra from Goodyear as the tyre manufacturer launched its new range of Eagle F1 SuperSport tyres into the UUHP sector. The what? That's the ultra, ultra high-performance sector of the tyre market, which is a thing and a thing that for Porsche enthusiasts has been very much occupied and dominated by Michelin, which has become pretty much the default option for serious rubber fetishists. Goodyear's move into this market, with a three-tyre line-up, is a serious sign of intent. As was a major launch at the Ascari Race Resort in Spain.

Traditionally Goodyear has left the high-performance side of its operation to sister brand, Dunlop, but for various internal reasons that are rather dull, Goodyear now needs its own range of UUHP tyres for manufacturer OE fitments and to break into the enthusiast market, where tyres like the Michelin Pilot Sport Cup have ruled.

The SuperSport range is three-tiered, starting with the 'standard' SuperSport and progressing to more track focused tyres, with ever diminishing tread depth and stickier compounds. The entry SuperSport features a bridged dual-compound tread for wet and dry performance, with stiff ribs to aid load transfer and a stiff sidewall, that Goodyear claim doesn't affect ride comfort. There are wide tread blocks on the outer shoulder for high-speed cornering and the range comprises of 25 fitments, from 18 to 21in rims, 45-30 aspect ratios and 205-305mm widths.

Sitting in the middle is the SuperSport R. This is a semi track-focused tyre, which Goodyear claim is designed to increase steering precision and grip, with fewer tread grooves and, like the SuperSport, features 'bridges' between the tread blocks on the outer shoulder of the tyre to reduce tread block flex and deformation. Goodyear say that feedback and steering have been further enhanced, with more consistent pressure across the tyre surface and ultimately grip on the road/track surface. Goodyear has targeted the 911 GT3 for this tyre and it is N rated, too, with ten sizes covering the same span as the non-R version, but with the

profile dropping to 25.

Top dog is the SuperSport RS. It's at the extreme end of street legal, with minimal tread and grooves and with a race derived compound and featuring the same trademark, tread block connecting 'bridges' on the outer grooves. The SuperSport RS will be made in just two sizes: 265/35 ZR20 and 325/30 ZR21. Porsche will be spec'ing it as a track option for the GT3 and GT2 RS.

So this is where we reveal just how good the new tyres are on track... Ah, not so fast. Sure, we had a crack at some lateral loading laps, most notably in a fleet of GT3 RSs fitted with the SuperSport R, but I'm afraid the nature of these things means that real judgement will have to be reserved. That said, on a testing section of the Ascari track, we did manage to play the Porsche specialist mag card and get two sessions at the wheel of a GT3 RS, with a Goodyear test driver intent on pushing us to ever higher cornering speeds and quick direction changes. Grip was to be expected, but perhaps it was the feel through the steering that really filtered through. Whatever, we look forward to more time with the tyre in the future.

We also tried the SuperSport on Renault's fabulous new Alpine, which is a manual gearbox away from genius, and the SuperSport again on a Ferrari 488, both on different courses and, in the case of the Alpine, with part of the track wetted. Again, no massive conclusions here except to say that Porsche should be looking very carefully at the lightweight Alpine and surely it's about time that long rumoured, mid-engined Porsche rival to Ferrari and McLaren etc materialised.

Finally, it's clear that Goodyear is taking its entry into the UUHP sector very seriously and we will be looking at the results of forthcoming independent tyre test very carefully. We will be running a set of either SuperSport or SuperSport R (or maybe even both) ourselves on project cars, so will be able to report back first hand on Goodyear's new range. goodyear.com

Tyre fetishists have a new premium rubber option in the shape of Goodyear's Eagle F1 SuperSport range

We tried the Goodyear SuperSport R on a 991 GT3 RS at the Ascari Race Resort. It was a brief drive but steering feel and grip were impressive



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MAKING A WISHBONE

If you're the sort of air-cooled aficionado that prefers to see parts refreshed rather than necessarily replaced, these wishbones from Mittelmotor could be right up your alley. Available for all Porsche 911 models from '69 to '97, plus all Porsche transaxle models including 928, 924, 944 and 968, the wishbones are fully refurbished rather than new. Mittelmotor says the reprocessing is performed by an ISO-certified partner company based in Europe. Each wishbone is sandblasted and all bushings are renewed. The wishbones for 911 F and G models are also powder-coated. All wishbones are available on an exchange basis where you return the worn part. Most of the wishbones are available for €99 including VAT or around £90 from mittelmotor.de.



F'ING GOOD SUSPENSION

Whatever your take on the whole ancient versus modern thing, there's no doubting some things have changed unambiguously for the better over the years. Like suspension damper technology. So, why not update your old timer with a little cutting-edge know how? Well, now you can. At least you can if you are the proud owner of a classic F Body 911 (1964 to 1973). Suspension specialist KW has a new 'Classic' damper for just that series of 911. The new dampers have galvanised steel housings on the front axle and include new forged steering knuckles (spindles). The standard equipment torsion bar doesn't need to be replaced and the adjustment for lowering is carried out by turning the torsion bar. For more information and pricing head for kwsuspensions.net.



IT'S IN THE DETAILS

Big ticket restoration items like full body panels or major engine parts get plenty of attention. Often the devil is in the detail. Like this genuine Porsche factory repair kit for the gearshift linkage of the 915 gearbox. The kit comprises of one shift rod coupling, a ball socket, a friction ring and two conical screws and is compatible with 911 models from 1969 to 1986 and 930 iterations from 1975 to 1988. The 915 'box, of course, splits opinion regarding the character and quality of its throw and feel. For some it's a challenge that adds character and involvement. For others, it's long of throw and short on precision. What everyone can probably agree on is that a knackered 915 is no fun, so this kit could come in very handy. It's yours for \$170 or roughly £130 from stoddard.com.



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WHAT'S A WHEEL CYLINDER?

It is, perhaps, indicative of your erstwhile product scribe's relative (and only relative) youth that the notion of wheel cylinders is not immediately familiar. Of course, being mechanically wet behind the ears does come with a positive flip side, that of being handy with a web browser. Thus Wikipedia explains that wheel cylinders are a component of a drum brake system, usually located at the top, that forces the brake shoes onto the drum itself, thereby creating the friction that, well, stops the car. Anyway, with that blinding glimpse of the blatantly obvious despatched, these particular wheels cylinders are for the 356, 356A and 356B. It's a complete set of six for \$259 from our friends at Stoddard. For the record, that works out to roughly £200. Head to stoddard.com for more.



WOOLIES WARMERS

Trust our chums at transaxle specialists Woolies to offer something from the more esoteric end of the spectrum. This time around, it's a set of under bonnet insulation mats for pre-1988 924 and 944 transaxle models. Woolies says the mats are the product of their own in-house development, produced to the highest quality standards and hardly distinguishable from the original items. Features include a self-adhesive reverse side, temperature-resistance from -40 degrees C to 150 degrees, compliance with automotive standards FMVSS302 and DIN 75200 for fire behaviour, precise design (structure, thickness and shape) according to the original insulation mats and noticeably less noise and radiant heat from the engine compartment. Priced at £48.99, the mats are available now from wooliesworkshop.com.



BEEFED UP CAYENNE BUSHES

Whisper it, but Porsche's Cayenne might share a component or two (thousand) with other SUVs in the VW Group garage. If that's not exactly a newflash, it does come with a few upsides. It certainly makes it more economical for aftermarket suppliers to tool up new parts when the range of target vehicles is so broad and numerous. Enter, therefore, Powerflex and its new front subframe bush kit for the Cayenne. And, ahem, for the VW Touareg and Audi Q7. Anywho, these bushes are known for perishing and wearing out, especially thanks to the extreme loads these large and heavy models entail. Powerflex says it has used its tried and tested Purple 80A durometer material for controlled movement without excessive noise and vibration transmission. Get yours for £74.34 from powerflex.co.uk.



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CLASSIC V MODERN

I caught Keith Seume's 'Usual Suspects' article on moving back from the Cayman PDK to a 914, in issue 302 of *911 & Porsche World*. I easily could have written that piece and know exactly what he means.

I have a couple of old Porsches that take up space in my garage, a '69 911E and '85 930. But I also have a 2002 C4S, with Tiptronic, that gets most of the (nearly 96,000) miles. As my brother (a '64 356 C) and I planned our annual trip to the PCA Parade in Boca Raton, FL from Kentucky, I have to admit that, as a couple of old guys in our 70s, we love the thought of taking the classics. We have driven my cars from Kentucky to Monterey, CA for Rennsport V and VI so we are fairly fearless. However, with the thought of the Florida sun and Miami metropolitan traffic, an air conditioned 911 with automatic transmission had too much appeal.

Then I read your article about the effect of the old cars on other drivers and their passengers, fellow fuellers and dreamers. When it comes to getting someone's attention, there is no comparison of the new with the old. They generate a lot of friendly conversation. I can only recall one comment about the C4S on a trip. But a nice 1969

911 or a nice 1985 slant nose 930 will bring more than a few whoops wherever I go.

You have muddled the waters.

Rob McC, via email

Steve Bennett replies: *That's Keith for you – always muddying the waters...*



Seume substitutes modern Cayman for yet another old banger. This probably won't be the only time its on a trailer!

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So, Porsche claims that the new Taycan will cover 300+ miles on a charge? And I say dream on. In absolute ideal conditions maybe, but let's face it, every time you see a Tesla on the motorway, it's plodding along at an exact 70mph, with the driver looking slightly tense and daring not to use the full potential, in the knowledge that the range will plummet. Rather like my cordless strimmer. Black and Decker make great claims, but give it some wellie (it's got a 'Turbo' setting for tough, rooty stuff) and it lasts for all of 15-mins. Cue another battery purchased...

In an ideal world and under perfect conditions, the Taycan may possibly achieve its claimed range, but no one would risk going on a long journey without a cautionary electro top up, which of course puts them at the mercy of the abysmal non-standardised charging network/infrastructure. I noticed that in Andrew Frankel's 'ride' story (*911&PW*, June 2019 issue), Porsche had trucked in a bank of impressive and monolithic looking fast charging points. Now if there were a few thousand of these dotted around, then we might start to get somewhere, or at least complete a journey.

In the future our lives are going to become very much localised, which is the perfect environment for an electric car. I can't see the infrastructure required to recharge a nation of drivers on the move ever being possible, with so many conflicts of interest. Imagine going on a touring holiday, or the size of a battery and motor needed for a camper van, so popular with young at heart retirees, these days? You'd certainly get to see/queue at a lot of charging points.

Make the most of the hassle/restriction free travel that we have now. The future may well be greener and cleaner, but it will surely be travel restrictive as a result.

Gareth Donohue, via email



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As hobbies go, running a Porsche is a big and expensive one. Don't get me wrong, I love my Porker (a 964 C2) and it's offset by the rise in its value, which has been an unexpected bonus, but it's beset with all sorts of worries and anxieties. Do I put miles on it? What's that new noise? Should I get a dehumidifier for my garage, too? As Bennett says, normal folk just don't need to worry about this sort

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And sometimes I really wish I could kick the whole thing (as does my wife), but then I open the garage door and there's the rump of my 911 staring back. Naturally the battery is never flat, because I've got it hooked up to a trickle charger, which is something else that 'normal people' don't have to do, so it starts and makes that wonderful flat-six woofle/clatter and all is forgiven and forgotten and the open road beckons.

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911&PW WRITERS ON MATTERS PORSCHE OR OTHERWISE

THE USUAL SUSPECTS

Horton wonders – not entirely facetiously – whether there might be a future career for him in air-cooled engine overhauls, and recalls a recent visit that could bring all kinds of interesting opportunities. Plus: motorway madness – and what you could do about it

I CAN DO THAT... GO ON, GISSA JOB!

I recently occupied the best part of a working week immersed in air-cooled 911 engines. Or one in particular, actually: an original 1972 2.4-litre 'S', scheduled for conversion into a 2.5-litre S/T replica.

I am spending an increasing amount of my time at BS Motorsport in Buckinghamshire, mostly tackling odd jobs in return for the many favours they do me in connection with both the magazine and my own projects. With everyone else busy preparing cars for the first race of the season, there was no one to get on with stripping the aforementioned unit, so tentatively I offered my services. What better way to discover what makes these iconic units tick?

And what a fascinating task it was. I have dismantled and rebuilt perhaps 10 different types of engine over the last 50-odd years, and a decade ago I tackled a similar stripdown on both an M96 and another air-cooled flat-six. But I had forgotten just how simple and yet extraordinarily complex the latter is. How easy it would be to mess it up, big-time. (And I am fully aware that it's a lot easier to take something apart than it is successfully to reassemble it.)

You don't need lots of special tools. There are some essentials (long hex keys for some of the exhaust-manifold, camshaft-carrier and cylinder-head nuts, and a crow's foot spanner and a dedicated socket for the camshaft-sprocket nuts), but by and large it's just sockets, ring spanners and screwdrivers. And common sense. If it won't move, don't just hit it; find out why. And then gently tap it.

The trick is to peel away the layers: induction system; fan and alternator, distributor and fuel pump; the aforementioned manifolds; clutch and flywheel. And then the further layers of the engine itself: valve covers, camshaft carriers and timing-chain cases, cylinder heads, barrels and pistons. Only then can you think about splitting the crankcase – having made sure that you have removed every one of the latter's myriad and easily overlooked securing nuts.

But it's a bit like a game of snakes and ladders, with many pitfalls for the unwary. How do you lock the crankshaft so that you can undo the flywheel securing screws? Simple – when you know how. Undo the M8 nut securing the lifting eye at the front of the engine, and temporarily use the latter as a strap between the long gearbox stud and one of the clutch cover's screw holes.

My first mistake was to attach the 'spider', via which the engine would be secured to its workshop stand, to the wrong half of the crankcase. I chose the right-hand side – looking at the unit from the flywheel end – because of the handy projecting stud, which eased the task of locating the spider while I fitted the other screws. Wrong! Do it that way, and when you come to separate the two case halves, you end up trying to lift the one that contains the oil pump and its drive shaft, the latter connected to the end of the crankshaft.

Foolishly, too, I omitted to slacken off the 12 valve adjusters in the correct sequence after rotating the crankshaft to the relevant position. This meant that when I came to remove the rockers and their shafts from the camshaft carriers – so that I could access some of the carriers' securing nuts – several of the shafts still had residual pressure on them from the valve springs.

And disconnecting the timing chains from the camshafts is not straightforward. Undoing the nuts is easy – if you have that crow's foot spanner and socket – and likewise pulling each sprocket off its camshaft. But then you have to ease off first the keyed wheel behind the sprocket – it's the slots in this that allow the valve timing to be adjusted, via a locking pin passing through the holes in the chainwheels – and then retrieve the Woodruff key and some shims. Only then can you undo the screws securing the oil-seal carrier in the rear half of the timing case to the camshaft carrier and, having

pulled the camshafts out, tap the cases away from the crankcase.

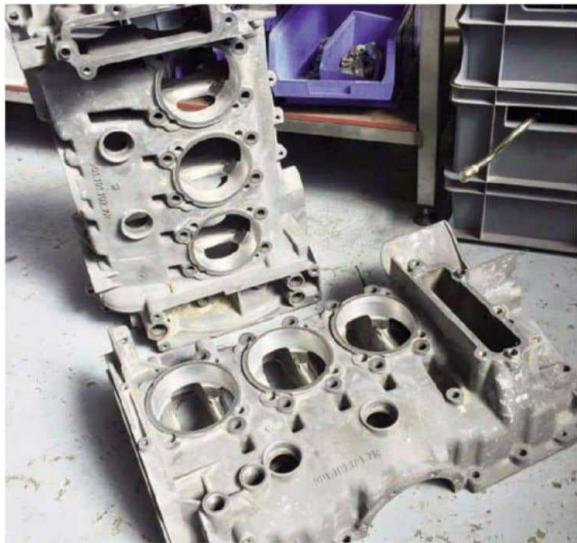
It can be a very physical business, too. The engine was due for a cosmetic refurb, so every stud would have to be removed for replating – and those securing the heads and cylinder barrels would be coming out for replacement with high-strength upgrades. So tightly are the latter screwed into the cases that the task would be impossible without a special tool that locks on to the threaded area.

But even with that you soon end up with aching shoulders. And one stud was so tight that, even with some carefully applied heat (and we're talking about magnesium, which burns if you get it hot enough), it must have resisted a torque nearing 300Nm, before twisting and snapping. 'No worries,' said workshop manager Rob Nugent, who I was more than happy to have applying the heat, while I applied the force. 'We'll drill it out and Time-Sert the hole.'

Eventually, I had the engine reduced to a swathe of parts and sub-assemblies. But even at that stage the time and effort that would be required to strip and overhaul them all is staggering. Everything will need cleaning, inspecting and measuring, and in many cases sending away for additional specialist work, before anyone can even think about putting it all back together.

Will that be me? Probably not. I like to think I would rise to the occasion, but it would take me so long that there's no way it would be viable. And I would not wish to cut my teeth on someone else's engine – which even at that stage could represent an investment of £25,000 or more. The experience has, however, made me rather more keen to own, if not a complete air-cooled 911, then at least an air-cooled 911 engine on which to hone my skills.

To that end, BS Motorsport's proprietor, Neil Bainbridge, has generously hatched a scheme to find me a 'cooking' two-litre unit that after overhaul – by me – we can install in my 1960s' Albatross ski boat, in place of its original Ford sidevalve. I can't help thinking that the tiny aluminium hull might then simply rotate around the propeller, a bit like in a sequence from a Wallace & Gromit film, but that does sound rather like a plan. I'll let you know about that one...



Stripping an air-cooled engine for a full overhaul – as did Horton a few weeks ago – is just the beginning of a complex process that will occupy many more hours, and deservedly cost a small fortune. Classic magnesium-alloy crankcases have here been cleaned and inspected, and the single damaged stud hole repaired with a Time-Sert insert (see text). Note also the smoothing of the internal webbing to aid the airflow that will be generated by the rapidly moving pistons and crank



CHRIS HORTON
911&PW's
consultant editor

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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THE FUNDAMENTAL INTERCONNECTEDNESS OF THINGS

One of the things I enjoy about my work is having the time and the freedom to find new Porsche specialists, and thereby to discover not only hidden talents, techniques and tools that could benefit all we enthusiasts, but also some unlikely shared interests.

A few years ago I wrote a story about 356 owner John Arnold (another enthusiast rather than a specialist, but the principle holds true) and, thanks to the ex-Concorde engine then standing outside his garage, discovered a common interest in P6 Rover 2000s. (Back in the 1960s the Rover Company, as it then was, built a number of fascinating vehicles powered by gas turbines.)

As a result of that conversation, my 1965 car, owned from new by my late father, is today sharing garage space with John's almost identical 1964 car, previously owned by *his* late father. The plan is to restore them together, using shared information and specialists and parts sources.

It was a similar scenario when I went to the Forest of Dean to see David Barker at Augment Automotive. We have collaborated with the company for several years – as transaxle specialists they carried out a lot of work on editor Steve Bennett's 944 – but it was the first time I had been there.

With perhaps two dozen 944s and 924Ss around the place, and my own Stone Grey car parked outside, there was plenty for us to talk about, including the strange-looking contraption which I quickly deduced was a

press for overhauling transaxle-car torque tubes. Hence this month's how-to story. And, thanks to a subsequent encounter on Facebook, the equally valuable input on that subject from US-based torque-tube specialist Black Sea R&D in Georgia.

Technician Chris Holford, meanwhile, had spotted the shredded front seats in my car, and enterprisingly unearthed from their stores a somewhat better pair in dark-blue Porsche 'Logo' trim. The dust was beaten out of them, a price agreed, hands were shaken, and a deal was done. Result.

Casting my eyes further, I spotted an Audi A2, looking as though it might need some TLC. I owned one of these clever little vehicles a few years ago, and have always regretted selling it. That led to a discussion about the model's merits, and from which has come the possibility that I will buy not just that one but also another that David Barker has owned from nearly new.



BRIEF ENCOUNTER – BUT NOT BRIEF ENOUGH

Travelling on a busy motorway recently, with the variable speed limit set at 60mph, I had the misfortune to witness some truly crass behaviour by the drivers of two heavy lorries. People who earn good money for driving 'professionally', and who will have had to undergo no small amount of training to obtain their qualifications and licences.

What kind of crass behaviour? Tailgating; weaving from lane to lane in an attempt to gain a few yards, whether on each other or other drivers; passing other vehicles – trucks as well as cars – on the left. And astonishingly, because even in today's me-first, screw-you world you see it so rarely, driving in the so-called overtaking lane.

No less remarkable, because again it is actually quite rare to see, was their average and sometimes peak velocity. My own speedometer was reading between about 58–62mph. But one of the trucks passed me – in the overtaking lane, and still within the 60mph zone – at what must have been at least 65mph. I subsequently followed the other at just below an indicated 70mph.

So what? That's how fast you are allowed to drive on a motorway, innit? Well, no, it's not. Or not in a truck. Modern heavy goods vehicles (and today commercials over 3.5 tonnes) are supposed to be limited to 90km/h, or 56–57mph. The only

(highly inadvisable) way to make them go any faster is to select neutral and coast down a suitable hill. In top gear on a moderate slope they might start to 'run away', but a warning light comes on, and the spy-in-the-cab digital tachograph will – or should – record for all time anything over their legal limit of 60mph as an overspeed event.

My dash-cam was in another vehicle, but I was able to grab a pen and jot down the registration numbers. And at the next service area I stopped and had a pleasant chat with a helpful young lady at the DVSA, or Driver & Vehicle Standards Agency. This is the organisation which replaced VOSA, or the Vehicle Operator Services Agency.

Always on the lookout for tachograph, overloading and other infringements, they have a facility for what the menu on their phone system coyly calls 'intelligence'. And I was very happy to give them some. There's no point banging on about alleged bad driving alone, of course, but suggest that someone might have been fiddling about inside their lorry's tacho and/or limiter software, and they take a great deal of interest.

Whether there were any dawn raids on the two companies concerned, for seizure of their records, and the general feeling of collars, I have no idea. But I like to think that every piece of information helps to paint a picture

And then I saw something that made me stop in my tracks. On the rolling-road stood a white 944, with the registration number B919 MLM. Could it be the car that I mentioned in *Technical Topics* a couple of months ago? The one I had seen in *Edge of Darkness*? Sadly not. The film car was B921 MLM, as a call to the office reminded me. But the likeness is uncanny, and you have to admit that it's quite a coincidence. So I still expect one day to stumble across '921'. You just never know what's around the next corner.



Turns out that Augment Automotive proprietor David Barker – shown here preparing a 944 torque tube for dismantling; see pages 88–91 – used to own a P6 Rover, and also has a soft spot for the Audi A2. This car, in the rare red that was available toward the end of production, is one of two that Horton is thinking of buying from David – and remarkably he saw another, almost identical, on the way to this meeting. We do indeed live in a world of coincidence



Drive a commercial vehicle these days, and certainly a larger one, and you will need not only the usual driving licence – with all of the appropriate entitlement categories, of course – but also a digital tachograph card and a so-called driver qualification card. They cost a not insignificant amount of money – if only because the last demands you to pay for 35 hours of classroom instruction every five years – so why, then, drive your lorry like you are competing in the British Touring Car Championship?

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	Right	7055	7055	7070
	Center	7053	7054	7068
911 GT2 / RS	Left	7056	7056	7069
	Right	7055	7055	7070
	Center	7053	7053	7068
911 GT3 / RS	Left	7044	7047	7069
	Right	7044	7048	7070
	Center/CUP	7057 7053	7053	7068
Boxster	Left	7044	7047	7066
	Right	7044	7048	7067
	Center/Spyder	7057	7049	7060 7068
Cayman	Left	7047	7056	7066
	Right	7048	7067	7067
	Center	7049	7068	7068
GT4	Left	7044	7047	7066
	Right	7044	7048	7067
	Center	7057	7049	7060 7068

28 911 & PORSCHE WORLD

FRANKEL

New columnist, Andrew Frankel, on why he'll be watching the GT Pro category battle at Le Mans this year. Talking of Le Mans, Paul Newman's third place in 1979, with Dick Barbour and Rolf Stommelen trumps McQueen's film but not the colourful life story of '79 winners Don and Bill Whittington. Oh, and then there's the new 911 Speedster, too...



ANDREW FRANKEL
The Porscheophile

RETURN TO LE MANS

By the time this reaches you I will be preparing for my annual pilgrimage to Le Mans. I've missed three in 32 years, when diesels were at the height of their powers resulting in cars that not only could you not see at night, but couldn't hear either.

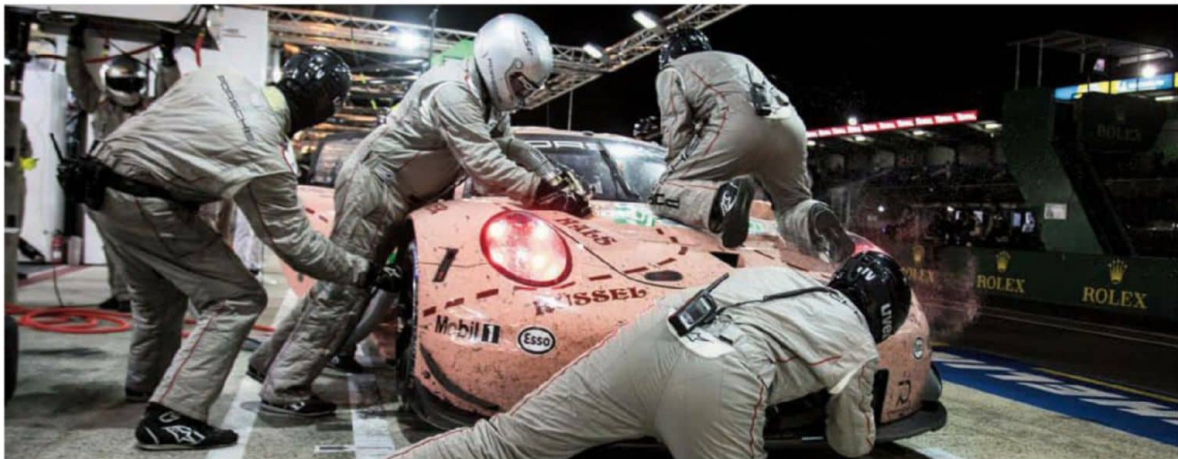
This year I'm going not because I have any interest in who wins the race – they might as well just give the trophy to Toyota now – but the GT Pro category. Unlike in LMP1 where Toyota is the only manufacturer, in GT Pro there are no fewer than six, each with good reason to believe victory could be theirs, each well aware that this year marks a high watermark for the class, with at least two of its members believed to be on the point of quitting the WEC. These are Ford, which has achieved all it set out achieve and more, and BMW whose short WEC campaign has been bitterly disappointing. For different reasons, both will want to go out on a high.

Then again both Aston Martin and Ferrari believe that in 2018 they were poorly treated by the Balance of Performance regulations

that aim to even up the field, so they will be looking for restitution this year. Then there's Corvette which is in its 20th year in the class and its last with a front-engined car – they will think it's their turn, too.

And finally Porsche: ever since its 911RSRs dominated the class at Le Mans last year, Porsche has been the team to beat in GT Pro, so much so that it has already wrapped up the constructors title with a race to spare. On paper you'd have to say Porsche was the team to beat. But Le Mans doesn't work like that and it remains to be seen what advantages are handed to the other teams in order to make the racing closer and whether or not they amount to enough to cancel out the inherent pace of the extraordinary RSR.

It will be a fascinating contest, so if you've already decided not to go because we all know who's going to win, maybe it might be worth reconsidering? Yes, up the front there will be no kind of race at all, but among the better looking, better sounding GT cars, it's shaping up to be a classic.



Porsche might no longer be racing in the LMP1 class, but it will – potentially – be the class act in the GT Pro category. That said, a lot can happen in 24-hours

LE MANS 1979: IT WASN'T ALL ABOUT PAUL NEWMAN

This year's Le Mans marks the 40th anniversary of film star Paul Newman coming second in the race. People often compare Newman to Steve McQueen, perhaps in the mistaken belief that they were the only Hollywood superstars of their era to race. On the contrary Gene Hackman is on the record as saying aged 17 he'd have chosen racing cars over making movies and was good enough to race at the Daytona 24 Hours for Dan Gurney, while James Garner was an enormously talented driver who acquitted himself with honour in long distance rally raids like the Baja 1000. He not only did all his own driving in the film 'Grand Prix' but also doubled for other actors less talented than he. As for McQueen vs Newman, my admiration as both a man and a driver lies entirely with Newman. But their story is worth an entire column in its own right and I'll get around to telling it soon.

For now though I was to focus just briefly on the drivers of the Porsche that actually won, two of whom will be unknown even to most Porsche-philas. But Don and Bill Whittington did achieve

fame, just not in quite the way you might expect or, indeed, they would have wanted.

I'll deal with the third driver first because 'King' Klaus Ludwig will be known to many of you. A triple Le Mans winner, triple DTM championship, and possibly the most successful driver at the Nürburgring, I shared a car with him in a race there a few years back and remember clouds of people just following him around the paddock. If he'd decided to jump off a cliff, they would surely and happily followed him straight over. He did much of the work at Le Mans that year because the weather was filthy and the Whittingtons far less experienced when it came to racing at night and in the rain.

But the two brothers did their fair share of the racing and fair play to them because the car they were driving would not have been easy, even in ideal conditions. It was called a Kremer K3, even if it was actually evolved from the same kind of Porsche 935 raced by Newman. But with extensive modifications to its structure, aero, suspension and intercooling, it was in a different league to the 935 as witnessed by it taking third place on the grid during qualifying

Paul Newman with 1979 Le Mans winners Bill (middle) and Don Whittington. A colourful pair, if ever there were

compared to 16th for Newman's car despite having ex-F1 superstar Rolf Stommelen at the wheel. The only quicker cars than the K3 were Porsche's two 936 prototypes and, after one broke and the other was disqualified, an easy victory for the Whittingtons and Ludwig was in sight.

Except that with four hours to run and with Don Whittington at the wheel, the K3 shed the belt that drove its mechanical fuel injection. It took him nine laps to get the car running again, ingeniously modifying and substituting the alternator belt, figuring correctly there'd be enough life left in the battery to supply sufficient sparks to allow him to get back to the pits. But his 15 lap lead was cut to just six and Stommelen was closing him down rapidly.

In the end the world was denied a true Hollywood ending when the Stommelen/Newman car had problems of its own, giving the Whittingtons the win with a seven lap lead.

Job done, the Whittingtons returned to their native America and that might have been the last we heard of them had they not been charged in 1986 with defrauding the US Government of \$20 million and running a global drug smuggling business. Yes, really. Don pleaded guilty to money laundering and was sentenced to 18 months inside, while Bill was charged with income tax evasion and conspiracy to smuggle cocaine into the US and got 15 years for his troubles.

So Le Mans 1979 was not only the last time the race was won by a car based on a road car but, so far as I'm aware, the first time that two thirds of a three man crew would end up doing time. As for the car, it went to the Indianapolis Motor Speedway Museum from whence Don Whittington tried to reclaim it in 2009. He claimed it was there on loan, the museum said it had been donated. Not for the first time, Don found himself in court and once more he was on the losing side of the argument. The K3 stayed put.



911 SPEEDSTER SENDS MIXED MESSAGES

The announcement of the latest 911 Speedster brings back the not-so fond memories of the original, now celebrating its 30th anniversary. Ok, so the 1989 Speedster was not the original Speedster because that title belongs to the Max Hoffman-inspired 356-based car from the 1950s, but it was the first 911 to earn the title.

Like the 356 and unlike today's GT3-powered machine, it was based on a near enough standard car, though it had Turbo wheel arches to go with its steeply raked, drastically abbreviated windscreen.

It was, I quickly concluded, a pointless Porsche for poseurs. Back then it cost nearly £53,000 when a standard 911 Cabriolet could be yours for less than £42,000, and was better in every way that mattered to me. The problem with the Speedster was that it was no better to drive than the regular car but came without that incredible usability that has been the hallmark of the 911 since birth. If you're tall like me driving it fast was pretty much out of the question because my head was higher than the new screen, so I got pelted with every bit of grit thrown up by the car in front. I should have brought a helmet. Ducking down and looking through

the screen just made my neck ache.

You could, of course, fit the roof but not only was it awkward to raise, it made the cabin feel very claustrophobic, too. And it started to billow quite worryingly at cruising speeds. The car was a nonsense.

Oddly then I quite liked the 964 Speedster, I think because its looks were better resolved and its wind management light years better than that of the earlier car, but the 997 Speedster failed to enthuse me either: yes, it looked quite cool and was far easier to live with and operate than either of its forebears, but the £144,000 price was a joke given its standard GTS powertrain. At the time you could buy a brand new GT3 and a Boxster Spyder and still have a five figure sum in change.

The new 991-based Speedster costs £211,599, an extraordinary amount to ask for a previous generation run-out 911, especially as it will not exactly be rare: 1948 will be built compared to 2103, 930 and 356 units for the G-series, 964 and 997 versions respectively. Then again, it is the first Speedster to be based on pukka GT3 running gear (with a further 10bhp to bring its output up to 503bhp), so at least it should be epic to drive.



New 991 based Speedster (in red) flanked by its predecessors. Our man Frankel is luke warm to the concept, especially at £211,599

YOU AND YOURS: MARK AND JENNY FLETCHER

HIS'N'HERS

One for weekend rides out, the other for running around town...well, that's one way to justify parking a his'n'hers duo of black Porsches on the driveway!

Words & Photography: Paul Knight

The transition from VW to Porsche ownership is a well-trodden path and the frequency at which this migration crops up when discussing previous automotive history with 'You and Yours' vehicle owners simply never ceases to amaze us. Yes, that's right, Mark Fletcher is yet another petrolhead that cut his teeth on air-cooled VWs before moving into the world of Porsche ownership a few years later. However, the twist this time is that Mark has been followed by his wife, Jenny, who wasn't about to let him have all the fun...

Mark and Jenny have owned a handful of VWs in the past – in fact, they still own a fair few! Mark explained, 'it started out with a Bay window Van and we later bought a Camper, which really got us hooked on German cars'. He continued, in fact, we still own them – the Camper is currently undergoing some welding and restoration work while the panel Van is sitting in the garage at the moment'. I guess the best description for either would be 'longer term projects' but, one thing is for sure, both Mark and Jenny are mad about their cars and are emotionally attached to the old VWs.

Mark went on, 'I also owned a Beetle and a Mk1 Golf Karmann cabriolet (Clipper), which was a lot of fun when the sun was out'. And it was his fond memories of the Mk1 cabriolet that led Mark to his current weekend ride, a 2003 996 Carrera 2 cabriolet. He explained, 'Like many VW guys, I'd always dreamed of one-day owning a Porsche but, as I couldn't justify blowing a huge sum of cash on what would essentially be a second car – and a weekend toy at that – I had to consider my options carefully'. There were plenty of sensibly priced Boxsters around but Mark was hoping to buy something that might

His and hers Porsches with Jenny Fletcher's Cayenne in the foreground and husband, Mark's 996 C2 Cabrio, which is rather dwarfed by the big SUV

retain its value rather than continue to slide hence he started to look at the 996 range. He laughed, 'I knew the 996 would be the only solution as my 14-year old daughter, Morgan, would never have allowed me to buy a two-seater!'

MAKE OR BREAK

Then, around four years ago, Mark was made redundant and was forced to reconsider his options. However, as the saying goes, every cloud has a silver lining and, in Mark's case, the silver lining was having the chance to branch out on his own (as a surveyor) and turn things to his advantage. To that end, he purchased a VW Transporter for work (a Sportline model, of course) and totted up the cash he had left over, which just happened to be enough to cover the 996 he'd been considering for some time – what a result!

With the search ramped up from 'casual browsing' to 'let's do this' status, Mark scoured the internet and checked out a few leads before stumbling across this '03 Basalt black metallic C2 cab with black leather trim and a black hood – the triple black combo he had hoped to find. The 3.6-litre, 320hp motor had covered around 90k miles at that point and, following a test drive, Mark concluded that the engine pulled well and the Tiptronic S transmission was silky smooth. In short, it was a done deal!

“ Mark concluded that the engine pulled well and the Tiptronic 'box was silky smooth. In short it was a done deal ”

EXTRA, EXTRA...

The car came with plenty of history and Mark decided that it would make sense to keep the service record up to date, hence he took the car to Terry Stranger at Autostrasse in Coggeshall, Essex for a service and general check over. Mark commented, 'Whilst I knew it had some extras, such as the Aerokit and the 18-in Sport Design wheels, I was pleasantly surprised when Terry explained that the car featured several other special-order extras, too'. These include the sports package, park assist, Bose surround sound system, heated sports seats (with Porsche crest embossed in the headrests), 3-spoke sports steering wheel, headlight pack (inc. washers), top-tint windscreen, aluminium-look package (inc. handbrake lever and shifter plate trim) and various other bits and pieces. The long list of special order items would have made this a pretty expensive vehicle when it was collected from the

Mark and Jenny Fletcher, treading that well worn path from VW to Porsche. Middle: What it's all about. Sun out, roof down. Below: Cayenne is a largely standard 3.6 V6, riding on 19s





Hatfield Porsche Centre back in September of 2003 – on the flipside, all those goodies just helped to sweeten the deal for Mark some 12-years later!

BLACK ON BLACK

Suddenly Mark had it all going on – a top-notch Sportline Transporter for 'work' and a 996 cabriolet on the drive for 'play'...but what about Jenny? Clearly it was time to add a family-friendly car to the fleet, which came in the shape of a 2007 Cayenne. Mark said, 'The black paint and black leather interior made it the perfect driveway companion for the 996 and, I have to say, the 3.6-litre motor pulls like a train and sounds great, too'. Incidentally, other than the optional 19-in wheel package, Jenny's Cayenne is factory-spec throughout.

TICK-TICK BOOM

'The 996 had performed faultlessly for the first six months or so before suddenly developing a ticking noise plus a noticeably sooty tailpipe', explained Mark. He continued, 'I took

the car to Autostrasse where Terry diagnosed a piston ring/scored bore issue on no five cylinder.' Also known as very bad news.

With no option but to pull the motor and subject it to some remedial work, Mark left Terry with the car and awaited the call to let him know it was ready to collect. He said, 'Terry called me over to look at the damage

France with some friends later in the year. 'I've got no plans to change anything – it's just nice to know that I can jump in it, drop the hood and go for a blast whenever the sun is shining'.

However, the same cannot be said of the rest of the fleet as Mark and Jenny have just made some changes. The Cayenne is due to

The Cayenne will be making way for a Golf GTD soon, but it was fun while it lasted. The 996 will remain for the foreseeable

“ Terry diagnosed a piston ring/scored bore issue on number five cylinder ”

once he'd stripped the motor and he photographed each step so I could see exactly what had been done – I've gotta say that it now runs perfectly and hasn't missed a beat since'.

Other than that, all Mark has had to do is drive the cabrio and, thus far, he's enjoyed rides out from Essex to the country lanes around Oxford and is currently planning to get involved in some point to point rally action in

be replaced with a Golf GTD and Mark has replaced his Transporter with a brand new 204hp model, which he's lowered and fitted with larger alloy wheels and a body kit. Oh, and the Bay window Camper project is coming along nicely, too!

Yes, there are certainly plenty of changes and developments within the Fletcher fleet but it's nice to know that, while some cars come and go, the 996 is here to stay. **PW**

Unfortunately the 996's engine had to be rebuilt after a scored bore was discovered, a known issue on the 996 gen 2 3.6-litre engine



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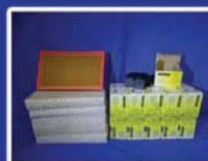


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YUPPIES' FAVES

In the 1980s, when loadsamoney was the name of the game, Guards Red Porsches were the City Slickers' cars of choice. But has the passage of time been kinder to those 911s than their Yuppie owners? We head for the hills to find out



Vital accessories for any self-respecting '80s Yuppie. A widebody, Guards Red 911, a Motorola 'brick' phone, Filofax and a wad of cash

Greedy-is-Good sums up the 1980s for that coterie of City Slickers better known as Yuppies. Red socks, red braces and Guards Red Porsches: no self-regarding breadhead would show up at the Stock Exchange without them. The question is, what was it about 911s that attracted City Traders to them, rather than something truly representational of wealth such as a Bentley or Rolls-Royce when, quite clearly, the amount of cash involved was an irrelevance – just so long as there was lots of it? Almost certainly, an appetite for flash, rather than sobriety. Any awareness of the marque's excellence in endurance racing didn't matter a hoot, although the 911 was sufficiently iconic in its own right. But let's turn the clock back three decades and explore the fancy fiscal phenomenon.

When the term 'Yuppie' was first coined – an acronym for Young, Upwardly-mobile Urban Professional – in the early 1980s, Britain's financial institutions were rampant, and massive bonuses were *de rigueur*. It was axiomatic that anyone in receipt of their fat-cat dividend went out and bought themselves a Porsche: a 3.2 Carrera, a 944, 928, a 924 even. Turbo was the new catch word, exemplifying the power-charged big hitters of Threadneedle Street as well as race- and rally-winning cars. Popularised by certain road-going models from Porsche, BMW, Audi and Saab, the 911 Turbo topped the aspirational tree. Purists and enthusiasts shuddered in horror as the 911 ceased to be a connoisseur's sports car and became instead a badge of new-money

office, pressganged by the city boys. Their motor of choice, the 911 became a piece of social history, and not necessarily for the best of reasons.

In the decade that witnessed epoch-making events such as the Falklands War, the Challenger Disaster and the collapse of the Berlin Wall, materialism was rife. Yuppies worked long hours doing the Wall Street Shuffle, and the rewards were equally expansive. In 1982, The Pits meant something different to those next to a racetrack: these were known as 'Out-Cry' Pits on the floor of LIFFE – the London International Financial Futures Exchange – where traders in bright blazers swapped contracts and made deals by means of hectic hand signals and shouting – like bookies, in fact. Offspring of the Thatcher regime, the power-dressed Yuppie uniform encapsulated Armani suits, loud candy-striped jackets, Oxford brogues, Gucci briefcases, Filofaxes and Motorola phones the size of a house-brick, against a backdrop of Starbucks, delis and discos, with The Big Chill and Trading Places on at the movies and New Wave, New Romantics and hordes of Indy bands on the hi-fi. With salaries of around £50k and bonuses of £150k, there was no shortage of discs on dosh for the cash obsessed: 'Money, it's a gas,' declare Pink Floyd; 'Money, money, money,' sing Abba, as the Steve Miller Band 'Take the Money and Run' and the Flying Lizards insist it's 'what I want,' while for Dire Straits it's 'Money for Nothing.' All blasting out from the Guards Red 911's cassette player. The phenomenon wasn't confined to the City of London, either: in the States, Yuppies were the



Thirtysomething baby-boomer products of the expanding economy of the Ronald Reagan administration that endured throughout the entire 1980s.

For much of the latter half of that decade I was a post-grad research associate at MIRU, the UEA-based Motor Industry Research Unit (*Really? Blimey! Ed*), one of half-a-dozen or so petrolhead analysts, processing automotive data and forecasting trends in car production and marketing on behalf of a range of manufacturers including Lotus, Mazda and Jaguar. With fingertips monitoring the throbbing heart of motoring matters on our state-of-the-art Amstrad computers, we were certainly not oblivious to the Yuppie phenomenon. These Thatcher's children were the moneyed elite, blessed not only with the disposable income to lavish upon their supercars of choice, but, more importantly, the need to wave that wealth fair and square in the faces of rivals and colleagues alike. Status

symbols came and went – the Golf GTi, Audi quattro, Sierra Cosworth, any Beemer; just shake your money maker. Those that knew a thing or two about cars maybe bought an Integrale or Saab 900 Turbo; the less well-to-do acquired a Peugeot 205 GTi, Alfasud or Escort XR3i. But it mattered not that knowledge of spec was scant: the make and the badge were all-important. And ideally that extended to anything solidly Germanic, whether bearing Mercedes' three-pointed star, Audi's linked rings or Porsche's prancing horse. If you got it, flaunt it.

And now, 30 years on, here's the reality check. First, whereabouts to access your own '80s flaunt-mobile? We've come 230 miles north of the City of London to the glitzy showroom at Specialist Cars of Malton, where the whole gamut of Yuppiedom is on offer. Magnanimous proprietor John Hawkins is letting us loose in a couple of '80s icons: a 930 and a 3.2 Carrera Super Sport Cabriolet,

both finished in Guards Red, natch.

This 930 is a beautiful, unmarked 1989 model, and yet, three decades after its creation, some of the paradoxes are clear. We have moved on. The first thing to say about it as I motor along the Whitby road is how quiet it is, and how heavy the steering is. But it is a lively, firm ride on smooth Tarmac, thrilling in the troughs and summits. And this being a right-hand drive car with that slight left-hand offset to the pedals, my left foot ends up resting gently on the clutch pedal. Last of the line, it sports the G50 gearbox, and having the 5th gear at your disposal comes as a bit of a surprise if you're used to driving 930s up to that final year of production, and so it's useful as a cruising gear in this context. This particular car has done 51k miles, so it is absolutely spotless, inside and out. Upholstery is agreeable Raven hide with red piping. At 2500rpm in top I'm already doing 80 according to the speedo, and with deft throttle

Yuppies be damned, the 930 Turbo is now the preserve of the enthusiast Porsche owner. They can have the Cabrio, though

Difficult to know where to begin really. But let's ignore the style guru (!) attire and dwell on the fact that JT was once a Post Grad Research Associate at the UEA-based Motor Industry Research Unit. Now that we didn't know!

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control (deployed with Piloti vitality) the turbo comes in quite gradually – there's no sudden punch to it, I'm just aware that the extra power is being delivered.

The 930 is at a huge advantage when it comes to impromptu overtaking on the A169; a sharp shove on the throttle pedal and it's away, past the slowcoaches in the blink of an eye, in a move rendered safe by pace. There is a slight element of tramlining where the front tyres want to follow longitudinal lines in the road, and it does pitch and lurch ever so slightly. But that simply demonstrates that it's alive, and it is an exquisite car. Whether this would have been fully appreciated on an urban arterial road in the late '80s is a moot point. So, whilst it's as docile as a deer on the main A170, on the bumpy B-road going up to the moors it's a very physical machine to be driving. There's no doubting the grip on the sinuous twists and turns, especially when I pile on the pressure for my snapper's benefit in the cornering shots. The 930 Turbo is shod with Bridgestone Potenzas, and at the back they are 255/40 ZR16s and on the front it's

got 225/45 ZR16s. They're confidence inspiring, especially on a cold winter morning on a damp moorland road. Through some of the corners I'm using the tried-and-tested lift-off technique to promote understeer and oversteer, guiding it on the throttle. This is a wonderful chassis on these undulating back roads up here on the moors, and it soaks up the bumps really nicely. It's slightly heavy on the steering, but it is nicely weighted, and I'm leaning on the tyres whilst sliding slightly in some of the bends. Make no mistake, though: when trying a bit, the 300bhp 930 is a serious workout. Not something that would necessarily be apparent in The Square Mile, though.

Our second contender for the Yuppie fortune is the 231bhp 3.2 Carrera SSE Cabriolet. It's one of a number of special editions of the model, produced in mainstream Coupé and Targa format, as well as Cabriolet, Club Sport, Slant-nose, Speedster, Super Sport and SSE Super Sport spin-offs. The 3.2 SSE was built on the broad wheel-arched 930 Turbo body, complete with

tea-tray rear wing, and fitted with uprated Turbo brakes and suspension. It was introduced in 1984 when the 930 Turbo was briefly outlawed in the USA, and designated the Carrera SE – Sport Equipment – and as the Carrera Super Sport SSE from 1986 to 1989. This one is from 1989, with 81k on the clock. 'Turbo-Look' 3.2 Carrera production was never officially documented, although according to PCGB, Super Sports included 21 Coupé versions, 14 Targas and 18 Cabriolets, which makes this an extremely rare car. More commonly known as the Turbo-Look in the USA, the upside is its formidable appearance and beefier running gear, the downside the wider body, greater drag and therefore lower top speed than the standard 3.2 Carrera. The major alteration to the 3.2 during its lifespan was the substitution in 1987 of the Getrag G50 gearbox for the 915 unit, and, as I've remarked, the 930 received this, too, instead of its long-lived four-speeder. The benefits of the Getrag unit lie in its robustness and synchro longevity, and although the G50 shift can feel rubbery and indefinite, it is a slightly

911 Turbo in Guards Red certainly defines the '80s era. Still looks fabulous. Below: The 3.2 Carrera SSE Cabrio is the one to be seen in



White leather interior not the most practical, but it suits the whole Cabrio vibe

quicker movement from notch to notch.

For a blast of wintry wind, I slide into the cockpit of the 3.2 Carrera SSE. It is a blend of beige leather and sand-coloured carpet. Too recent for an eight-track. To take the soft-top hood down I release the catches on the header rail and then it's a simple matter of turning the ignition key one click in the switch, and then pressing the hood button, and down it goes in a graceful arc over the top of the car, retracting behind the rear of the cockpit. To make a neat job of it, the tonneau cover is plucked from the front boot and then spread over the stashed canopy and secured with press studs and lift-a-dot fasteners in traditional vintage fashion. I think that would be quite a palaver for a Yuppie hell bent on hitting the next watering hole, however. There is an unsuspected long shot into the modern era: a single push of the button on the key fob reverses the retraction process, and up comes the hood, together with the electric windows, securing it on the header rail and locking the doors.

Although the Super Sport has a certain amount of the hardware from the Turbo it does behave more like a nicely set-up 3.2 Carrera in its power delivery, feeling slightly less constrained by the absence of a turbo;

it's ready to go, rather than lagging about while the 930 gets its turbo spooling up. It is a very nice drive, except that my intrepid colleague has to chisel my teeth apart after the photoshoot because I am pretty much frozen to death with the top down on such a winter's day. Thank heaven for thermal base layers. Windows up, it's not quite as chill, but for the full macho fix there must be no barriers to the tundra turmoil. The black-plumaged low-flyers aren't the only ones with a grouse in these parts!

does actually make a difference; it's easy to convince yourself that it does make for a smoother drive, as when I let the clutch out I don't get a transmission shunt, so the verdict is that it probably does absorb mechanical vibrations. So, whoever specified this car in the first place would need to have been quite knowledgeable to include such a refinement because, though not exactly a frippery, it does beg the question, why... I mean, Yuppies were meant to have had these red cars just for show, but this particular one does indicate

“ For a blast of wintry wind, I slide into the 3.2 Carrera SSE ”

Apart from its left-field spec, there's also one little curio to the Super Sport Cabriolet: it has an engine damper located between the engine casing and rear slam panel, and it's quite a surprise to find this sophisticated little nugget under the lid. The purpose of the engine mounting damper is to suppress any juddering, and it's hard to know whether it

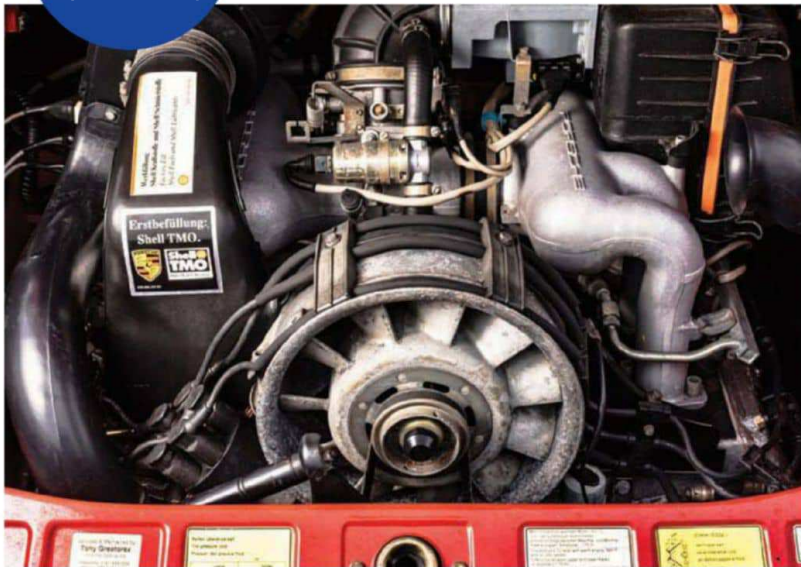
a higher level of mechanical aplomb.

The SSE's 16in Fuchs wheels are wearing Toyo Proxes measuring 205/55 ZR16 up front and 245/45 ZR16s on the rear, though I have less faith in these than the boots on the 930. Driving across the moors from Hutton-le-Hole up the steady rise, this way and that, to the top of Blakey Ridge, it's a car that demands



That's more like it. Black is definitely the future-proof choice of interior specification, together with Porsche's sublime, of the time, Sport seats





concentration, and yet I can swish through the bends, though it does help to know where the crests and corners are so I don't have to slow down too much. And, being wintertime, there's very little traffic apart from a few agricultural vehicles up here – a world away from the City Boys' suburban havens.

The Yuppie era came apart when global stock markets tumbled on "Black Monday", 19 October 1987. Computerised trading was then in its infancy, and rapid 'program trades' were blamed, because computers were not widely understood and, to an extent, were a law unto themselves, and so acted unpredictably and more swiftly than previously conventional trading methods. Alarmed major players dumped stocks, and values on the London Stock Exchange fell by an alarming 25%. The implication was of an appalling level of incompetence, opening the door for further ridicule and opprobrium for the red-braced fraternity. They were an easy target: critics attributed the crash to Yuppie folly. In November 1987, U2 played a cheeky "Save the Yuppie" concert in San Francisco's financial district. Post-crash jokers asked, 'what's the difference between a pigeon and a Yuppie stockbroker?' Answer: 'the pigeon can still make a deposit on a new Porsche.' In a further piss-take, Loadsamoney, released

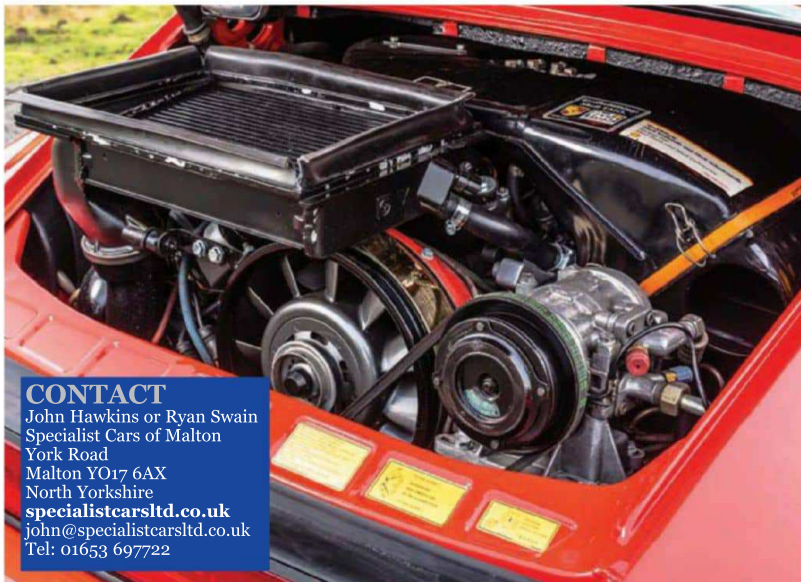
January 1988 – when the City was still reeling from the crash – summed it up, though Harry Enfield's character was a chavvy cockney plasterer whose obnoxious postulating challenged the stiff-upper-lip brigade, just as the Yuppies ruffled poorer feathery. No individual epitomised the demise more roundly than Nick Leeson, the '80s trader who broke Barings Bank (a 230-year old institution) in 1995 to the tune of \$1.3bn, and was sent down for five years (see the movie Rogue Trader). Ironically, Porsche was itself at a low ebb by now: sales had fallen, no doubt linked to an extent with the international monetary crisis, leading to the dramatic turnaround of 1996 manifest in the common platform water-cooled Boxster and then 996.

Back in the '80s, we were cynical of the Yuppie fraternity, certainly, and thought what clots they were when Black Monday happened. But weren't we just a little bit jealous of those red 911s? Hmmm... Well, anyone can do red, of course; I ran a couple of Corsa Rosso Alfaetta GTVs in the mid- to late-'80s, which were perfectly decent performers, though they probably dissolved soon afterwards. But unlike the £50k+ earnings of an average City Boy, the stipend of a university research assistant (and,

subsequently, deputy editor on a classic car mag) hardly supported the purchase of a 911, so you couldn't let it worry you too much. Until the classic car market went into orbit four or five years ago, the wonderful thing was that, for a decade or so, these cars were affordable by regular folk without access to stratospheric bonuses. Now, though, rose-tinted specs are in play, and the situation has turned itself on its head: the red 911 is symbolic of a half-remembered period of prosperity, and the values of all 911s and 930s from the '80s have since gone north so they've become unaffordable once again. In the age of the smartphone selfie, where flamboyance and excess rule, our present creed is not so different from narcissistic Yuppie vulgarity. Hey, Mint Green 964 anybody? The wheel has come full circle, and these '80s Porsches have stood the test of time as well as the vagaries of the stock market. As a matter of fact, they've proved to be rock-solid investments, way more robust than their original owners could ever have perceived. Guards Red? What's not to like about a red car. But, 30 years ago, it would have been a brave futures trader to have bet on its present-day value. On that basis, it's tempting to speculate now. Guards Red 930? Why not! **PW**

A bit of a pretender? Well, why not. The widebody look has always been a big Porsche seller, whether it's concealing Turbo internals or not, as is the case here

Immaculate if rather cramped engine bay of the 930 Turbo. Horizontal intercooler essential for charge-cooling the air/fuel mix. Air con compressor likewise for interior comfort



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FOUR TIMES THE FUN

The improvised best-of mix that became the definitive template for the new 911 – we trace the development of the Carrera 4S from 996 to 992

Words: Dan Trent Photography: Paul Harmer

The myth a proper 911 can only have two driven wheels is one you'll see peddled by motoring hacks and self-appointed purists alike. Turbos are respected for their own reasons but their accepted 'wisdom' will tell you a four-wheel drive Carrera is little more than a dumbed-down, sensible pants option bought by people blindly accepting of long-outdated 'widowmaker' 911 mythology.

As ever, reality is a little more complex and a significant proportion of the people

who actually buy Porsches have no such hang-ups. Indeed, the 992 Carrera launched to the world simultaneously in two- and all-wheel drive form, the widebody format that used to set the latter apart now absorbed within a single standardised shell. The Carrera 4 is now very much central to the 911 narrative, thanks in no small part to cars like the critically acclaimed and enduringly popular 996 Carrera 4S and its equivalents in the 997 and 991 ranges, gathered here to put our first UK drive in the 992 C4S into some sort of context.

Why no 964, given this was the 911 that first introduced the idea of four-wheel drive to a mainstream Porsche audience? Or the 993, pioneer of the 'Turbo look' format for the Carrera 4S? Worthy of mention, for sure. But, in this instance, we'll concentrate on the water-cooled cars, the arrival of Porsche Stability Management with the 996 Carrera 4 the technical enabler for a far more sophisticated and dynamic era of all-wheel drive 911s. And of those cars it's the 996 Carrera 4S that arguably set the tone for all that has followed, its





popularity amongst purists as well as more mainstream Porsche buyers a watershed moment for the all-wheel drive Carrera.

Tellingly the two cars here brought along by private owners – the 996 and the 991 – were both deliberate choices made by fans with broad Porsche experience, rather exploding the myth that the only people who buy Carrera 4s are

order and so the 996 Carrera 4S is a natural starting point. Even without turning a wheel the reasons for its popularity are obvious. For those still unconvinced by the 996 Carrera's smooth, modernist lines the switch to a widebody Turbo shell has a transformative effect, the return of the big-hipped look giving the 4S gravitas lacking in regular 996 Carreras when it launched in

vents in the lower bumper now decorative but, again, setting it apart from regular Carreras. Up front there's a modified Turbo front bumper while bigger Turbo brakes fill the wheels and, again, contribute to the purposeful looks. Cynics may argue this adds up to a 'poor man's Turbo', a view given some validity by the fact the 4S was actually slower than a standard Carrera 4. Another 45kg and the drag of the wider body took a tenth off the 0–62mph time and 3mph off the top speed but few seemed too concerned, then or now. A generous standard specification helped the cause, the 4S fully loaded with extra leather, power assistance for seats, mirrors and all the rest and the kind of luxuries regular Carrera customers would have paid extra for.

It feels a cut above a regular 996 to this day, too. The grey leather of this one is a classy contrast with the dark blue paint on the outside, stitched hide on the dash top contributing to a luxurious ambience. It's a pleasingly unpretentious car to drive, too. Unlike the newer cars with their multiple modes there's nothing to distract you from

The way we were. The 996 C4S was Porsche's first stab at the modern 911 widebody look. It has weathered well and still looks contemporary

“ The switch to a widebody shell has a transformative effect ”

those 'scared' by supposedly more purist, two-wheel drive 911s. In both cases motivations for buying a Carrera 4S were as much about the distinctive looks and characters of their cars, vindicating Porsche's decision to promote this variant of the 992 from the get-go.

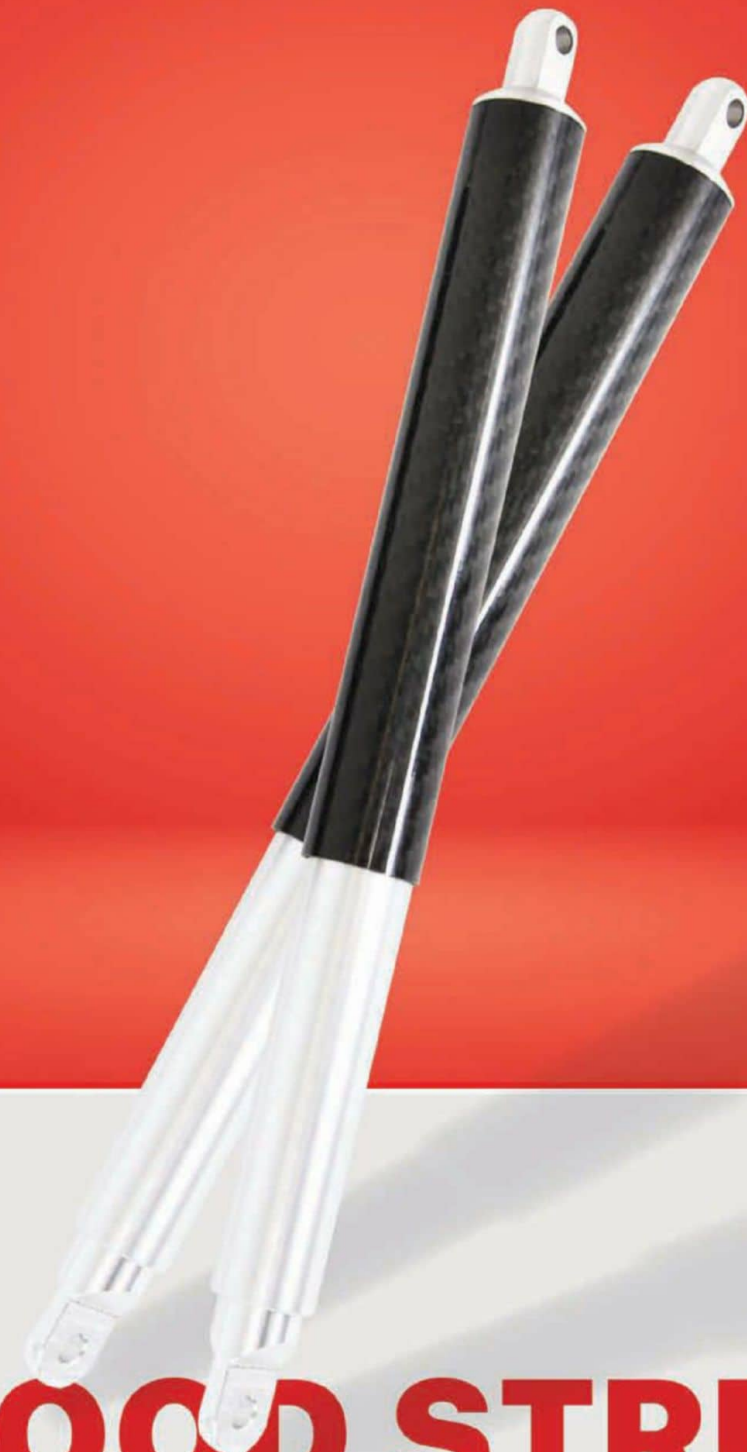
It makes sense to work in chronological

2001. A whole 60mm broader than a regular Carrera 4, the Turbo-style 18-inch wheels are an inch wider at the back, too, this and a 10mm ride height drop small changes by the numbers but adding up to a big difference as a package.

The full-width reflector strip makes it appear broader still to the eye, the Turbo



Light grey interior contrasts with the dark blue of the exterior. It's in fine fettle, too, which isn't always the case with 996s, if abused



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the purity of the control weights, the precision of the response or the smoothness of the powertrain. There's a weight and authority to this car that fills you with confidence; true it's not a 911 built to dance around on the limits of adhesion but that's not the point. This is a mature car that rewards its driver with subtly and nuance lacking in the newer models here.

the powerband, shows a deceptive ability to pile on speed. This is one of those Porsches built for discreetly making rapid progress, a process just as enjoyable as the kind of pants on fire approach you might adopt in a GT3 but for very different reasons.

Beyond a few extra kilos it feels barely compromised by the addition of four-wheel

drive system work that bit harder. Full active control came later on the 997 Turbo; in this instance brake interventions to individual wheels helped influence the coupling's power split and send power to where it could best be deployed.

With anything from 5 per cent to 40 per cent going to the front axle the 4S retains the rear-biased feeling of any 911 but with the ability to pull from the front as well as push from the rear as you approach the limits. The 'soft' intervention of the passive system also means little corruption to the steering feel, the all-wheel drive system meaning you can confidently get on the power early in the corner, happy the car will carve a neutral, steadfast line without any fear of it snapping out of shape.

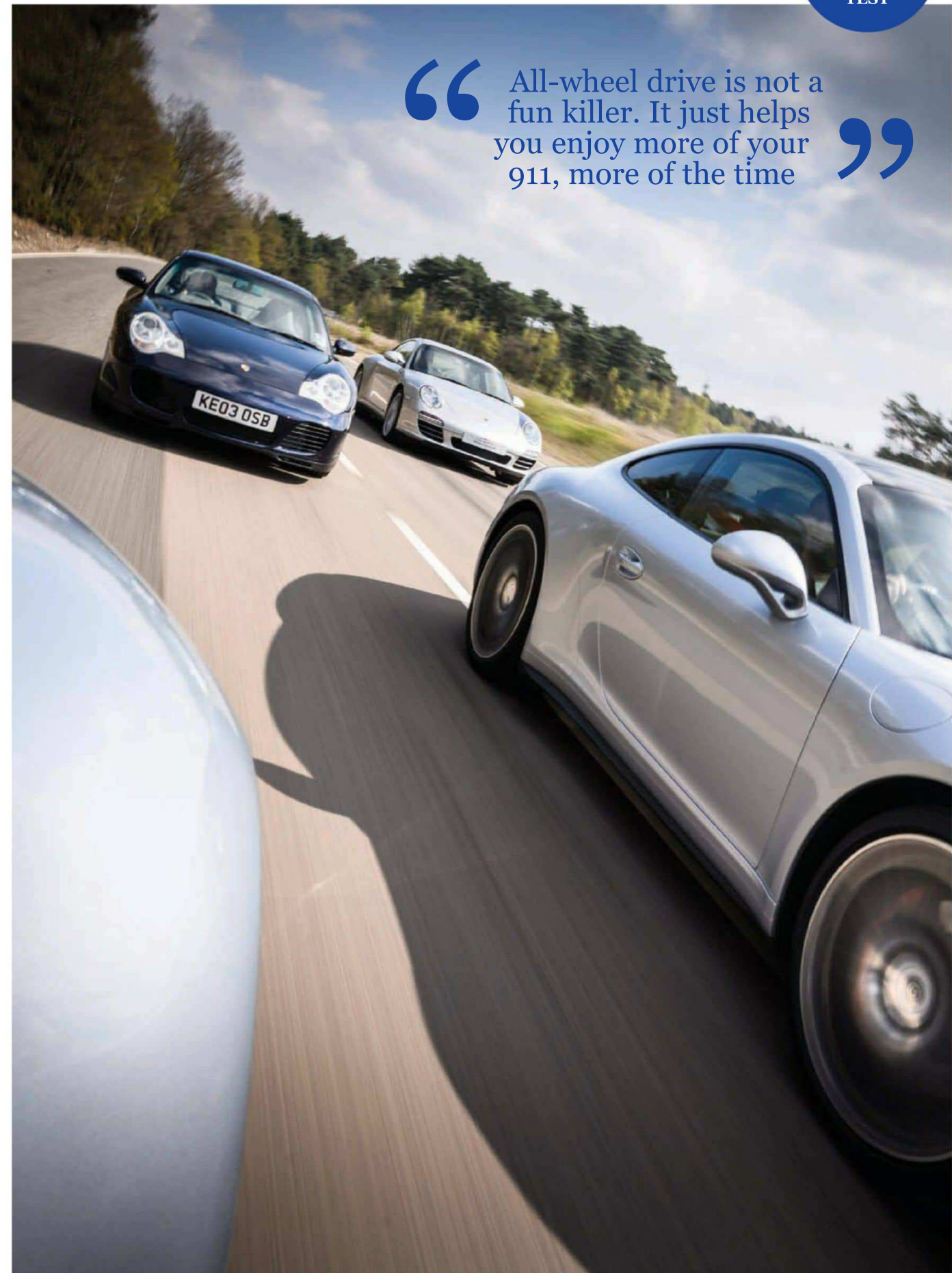
That it will behave the same way on a dry, Sunday morning blast as it will in the depths of winter when you're tired and just want to get home explains the popularity of the 4S. All-wheel drive is not a fun killer. It just helps you enjoy more of your 911, more

Gen 2 997 C4S features the later direct injection 3.8-litre engine and some subtle body changes to the front and rear aprons

Internally the cabin is the same size as the 996. Quality of fixtures and fittings is a step up. Both 996 and 997 feel cosy and compact compared to 991 and 992



“ All-wheel drive is not a fun killer. It just helps you enjoy more of your 911, more of the time ”





of the time, putting the emphasis on proactive traction and balance rather than reactive interventions from the black boxes. If you've got more traction there's less need to control it, simple as.

Mechanically and in character terms the

signifying more than just an aesthetic spruce up.

Before the facelift the all-wheel drive system was pretty much the same as before, with a viscous coupling integrated into the front differential diverting anything

“ The later car feels dramatically more modern to drive ”

shift from 996 to first-gen 997 Carrera 4S wasn't as dramatic as it might have looked. It's hard to argue with the consensus the 997 is the better-looking car, all Carrera 4s adopting a widebody shell even if the difference – an extra 44mm – wasn't as dramatic as before. Bigger changes were to come with the 2008 facelift though, the return of the all-important full-width reflector

from 5–40 per cent of the drive torque forwards, again influenced by brake interventions from the PSM stability control. PASM adaptive dampers were a new addition for the 3.8-litre 355hp/350bhp 4S, the top model also getting 19-inch wheels with fatter 305/30 rear tyres. The standard C4 had the 325hp/321bhp 3.6, the automatic option being Tiptronic. The arrival

of PDK with the 2008 facelift makes this by far the more attractive two-pedal option, likewise the significant increase in power with this C4S good for 385hp/380bhp and now capable of 184mph.

For the all-wheel drive models by far the biggest change was the adoption of the 997 Turbo's Porsche Traction Management, PTM replacing the previous viscous coupling with an electronically-controlled clutch capable of 'closing' in just 100 milliseconds. In practice this gives the 997 C4S a much livelier feel, especially on wet roads where the ability to four-wheel drift out of roundabouts is an excitingly different sensation in a 911 and up there with the contemporary Nissan GT-R and Audi R8 in terms of dynamic sophistication.

While the size, feel and general proportions of the 997 aren't a million miles from the 996 the later car feels dramatically more modern to drive, the direct-injection engine more assertive to the throttle, the body rolling less and the discreet pull from

In the evolution of the 911, the 991 was only the third all new variant in the 911's 50+ year history. Lower, wider, curvier it was a timely, modern reboot. This is a gen 1 last of the normally aspirated 911s, save for the GT models

Interior is still very much traditional 911, with swooping dash and central rev-counter. Much more interior space, however, and typically most will be PDK



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“ For all the advances in technology, the sense of continuity from the 996 C4S is clear ”



the front axle more proactive than the 996. If that car has an easy-going charm about it the 997 feels a degree more serious, this one's manual gearbox a rare and attractive presence on a C4S.

If you think the step from 996 to 997 is a big one though it's even bigger with the 991. It feels so much more modern it's amazing to think it's effectively two generations old when you factor in the swap to turbo engines mid-way through its life. This remains one of the bigger steps in 911 evolution though, the significantly increased front track, the longer wheelbase, the arrival of electrically assisted steering and the vastly increased scope of the technology suddenly making the 997 feel like an old car.

For all that extra size and technology it's impressive that the 991 C4S is actually 35kg lighter than the 997 it replaced, and only a fraction heavier than the 996. While the familiar spread of five dials sticks with 911 traditions the Panamera-style centre console and various mode switches flanking the gear selector give you plenty of options to play around with, the 4S getting 20-inch wheels and PASM as standard while optional PDCC active anti-roll, PTV-plus torque vectoring (including a mechanical limited-slip diff) and a 20mm lower PASM Sport suspension offered scope for more. As before, the Carrera 4 is distinguished by its wider body – an extra 44mm in this case – and a full-width reflector strip. As with all these cars its

most distinctive angle and the 'graphic' formed of rear lights, bumper and other features, is from dead-on rear.

For all the advances in technology the sense of continuity from the 996 C4S is clear. In its default modes the 991 feels comfortable, refined and effortlessly fast, too, the breathy, naturally-aspirated engine zinging round its rev counter and very happy in the upper reaches of the powerband. With 400hp/395bhp on tap, and that small weight advantage, it feels decisively more eager than the 997. The numbers bear this out too – 0–62mph with Sport Chrono and PDK is the same but from 0–100mph the 991 is over a second faster.

The increased scope of the driver

Lining up for the annual 911 'rear of the year' competition. Are we allowed to imply that the C4S has got a big behind, in these PC times? If it's size that matters, then the 992 wins

modes is one clear step on from the older cars though; dial everything up to Sport Plus and the 991 noticeably tenses, steering, gearbox and throttle more urgent while the engine takes on a more aggressive edge and a spine-tingling shriek as you rev it out. In this sense it's like having two cars in one, a cake and eat it combination of relaxed GT car and super-sharp supercar chaser you can enjoy in fair weather or foul. Compared with the purity of the 996 and 997 the sound, sensations and steering feel have a whiff of synthesised computer simulation about them but this is the 911 moving with the times and the foundations and character are as pure as ever.

So to the 992. Such is the way Porsche

staggered the evolution of its cars between visual and mechanical updates the difference between this all-new 911 and the second-gen 991 it replaces are less dramatic than you might think. Even switching seats from the first-gen 991 here to the 992 doesn't seem such a huge leap, the seating position, interior layout and general vibe very much similar.

True, there have been big steps in style and interior technology, the outermost of the five dials now screens while the button count inside has been reduced and the gear selector has shrunk to a mere toggle switch. Porsche has admirably shied away from loading the wheel with buttons like some rivals, its one concession to the trend being the rotary mode selector

carried over from the second-gen 991.

From the outside it's hard to avoid the conclusion the 992 looks huge, even compared with the 991. The extra 45mm across the front end has a dramatic effect on the proportions, only the abundance of grey plastic in the bumper inserts front and rear detracting somewhat from the otherwise smooth lines. With the distinction of body width now absent you need to look at the grilles on the engine deck to tell a C2 from a C4 – black bars for two-wheel drive, chrome for four. It's a quicker reference than reading the jumble of fonts that doubles for a model designation on the back, that's for sure.

In character it's much like the 991, too, just with a wider stretch between its two



CONTACT

Thanks to owners Paul Keywood and Rob Grainger for bringing their cars along and to Ashgood Classic and Sportscars for the loan of the 997 – see www.ashgood.co.uk/stocklist or call 01753 680558

extremes of relaxed GT and junior supercar. Indeed, in its most relaxed mode it feels almost shockingly grown-up, only the characteristic tyre roar reminding you you're in a 911. The turbocharged punch of the 3.0-litre motor may feel familiar but you notice how much smoother the eight-speed

remains 'is there a real 911 under all the tech' and, to answer that, you need to twiddle the rotary mode dial on the wheel a couple of clicks. Like muscles tensing to electrical impulse the 992 instantly sharpens, every reaction more urgent, every sound and sensation more intense.

motor's love of revs, too. That just means it's faster across the board, triple-digit speeds appearing on our test track where all the others were still showing double.

This is suitably impressive but it'll take more time to decide if this progress is something you can realistically enjoy on modern roads or the size, complexity and sheer speed of the latest 911 are all a bit much. Stylistically, technically and by the numbers there is no doubt the 992 moves the game on. Whether it's one we can all still enjoy playing will take more time to ascertain.

Of all the intertwining narratives in the 911 story though it's clear the original 996 C4S wields huge influence, perhaps more so for the Carrera models than any other car in recent Porsche history in fact. From apparently improvised best-of compilation to the blueprint for the latest 911, it proves 4S fans can hold their heads just as high as anyone in the 911 world, no excuses necessary. **PW**

The 992 features widest track yet for a 911. Front end is particularly pronounced, with a blunter look as opposed to softer 991

As you can see, the interior of the Panamera is a straight swap into the 992! Er, only joking, but it's certainly a reflection of how far things have moved on in 20-years or so since the arrival of the 996 and the modern 911 concept



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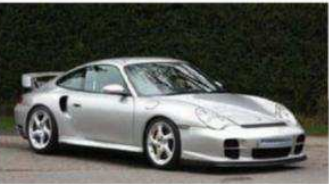
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Words: Andrew Frankel Photography: Olgan Kordal

MEETING THE ANCESTOR

New Porsche 992 C4S? Well, not so new actually. Porsche has been there before with the 959, some 33-years ago. Despite being from another analogue era, the 959 matches the 992 virtually tech-for-tech. It was a car that was 33-years ahead of its time...



A silver Porsche Carrera GT is shown from a rear three-quarter perspective, driving on a paved road that curves through a green landscape. The car's distinctive rear features, including the horizontal taillight and the 'PORSCHE' lettering, are clearly visible. The license plate reads 'S GO 9591'. In the immediate foreground, the bright yellow, curved bodywork of another sports car is partially visible, framing the bottom of the scene. The background consists of a grassy hillside and a line of trees under a cloudy sky.

992 CARRERA C4S

Model tested: 992 Carrera C4S
Engine: 3.0-litre flat six, turbo
Transmission: 8-speed PDK
Body style: 2+2 Coupe
Economy: 25.7mpg (combined)
Top speed: 190mph
0-62mph: 3.6secs
Power: 444bhp at 5500rpm
Torque: 391lb ft at 2300rpm
Weight: 1565kg

PORSCHE 959

Model tested: Porsche 959
Engine: 2.8-litre flat six
Transmission: 6-speed manual
Body style: 2+2 Coupe
Economy: 16.1mpg (combined)
Top speed: 197mph
0-62mph: 3.7secs
Power: 444bhp at 6500rpm
Torque: 369lb ft at 5000rpm
Weight: 1450kg



Members' Meeting and was good enough to put a 959 on the back of the truck – an immaculate car that has only ever been owned by the factory and with a mileage barely into five figures. I don't know what it's worth but certainly something the inconvenient side of a million quid.

It was the first time I'd driven the new, 992-generation 911 in public, having previously only skidded around a damp Hockenheim in one. And, if anything, the gap between it and its 991-gen predecessor seemed even greater on the road than it had on the track. I count myself as a big fan of the standard 991 in almost all respects, save the fact that it only feels like a 911 if you drive the door handles off it. And I wrote that if the 992 had one job to do, it

was to make the driving experience more accessible. And it has: not only is it a little more fun to drive, but that entertainment now comes in exchange for a lot less effort, too. It's a fabulously easy car to enjoy and clearly the best new 911 of the past 25 years. It is the definitive state-of-the-art sports car.

But the 959 set out to do something else: to be not merely of its time but years ahead. Decades, in fact. It was made from space-age materials such as Kevlar and Nomex. Its wheels were not only magnesium but hollow, too, their spokes full of the same air as the bespoke Bridgestone RE71 run-flat tyres. Yes, really. It looked like an artist's interpretation of a 21st century 911, but that shape was in fact

designed to allow maximum aerodynamic efficiency while keeping the whole thing on the ground as 200mph approached.

Yet inside, it doesn't look futuristic at all. It looks quite like the 964 generation of the 911 that followed on soon after 959 production ceased in 1988. But the clues are everywhere: the '959' etched into the steering wheel, the six-speed gearbox, the 7200rpm redline, the torque distribution gauge, the 350km/h speedo, the ride height and damper control switches... I could go on, but you get the picture.

I've driven only one 959 before, very briefly and many years ago, yet so much of what I can see and touch is generic middle-ages 911. I can operate it without even thinking about it, let alone requiring tuition. When the

Clearly the 992 is the rather sleeker, more modern looking car. The 959's early 911 ancestry is given away by more upright windscreen



Both have 444bhp, both will crack 190mph and both will hit 0-60 in about 3.6secs

engine fires, its sound is that of an air-cooled 911 even though it is one of the most extraordinary motors ever to find its way into a road car. It's a 2.85-litre motor when the 911 of its day had a 3.2-litre engine and has turbochargers working not in parallel but series: one little turbo to spool up fast and minimise low-rev lethargy handing over to another far bigger turbo once the revs were up. Not only that, but it came with water-cooled, twin-cam heads with four valves per cylinder. Truth is it was a far closer relative of the 962 Le Mans car engine than that of any other road-going Porsche.

Yet it's quiet and tractable. The clutch is gentle, the gearshift beautifully engineered and precise. And then you put your foot down and the car's character changes. There's a distant whoosh as the car picks up the pace. There is far more lag than you'd find in the 992, of course, but it feels strong as the revs rise. The chassis feels soft, far softer than the 992's, and the old 911 nose bob cannot be missed, but this

old dear is doing well – pulling hard, holding its head up against a car born an entire generation later. And then...

And then you hit 4800rpm. Which is where the big turbo cuts in. At once, you realise that, up until now, the car has been barely trying. It doesn't press you back in

like an artillery shell.

For a moment, I ponder why its acceleration figures are so close to the 992's for, in truth, the older car feels far faster. And then I realise: old tyre technology, no instant shifting, no launch control, no traction control, and still it loses

“ You can feel every year of progress in the 992's grip and composure ”

your seat: it slams you rearward. The revs are rising far more rapidly than they ever did in the 992 so now you need another gear, fast. The ratios are perfect because the needle drops back down to exactly 4800rpm and the whole show starts again. By 2019 standards, this 959 is a startlingly quick machine. In 1986, it must have felt

only 0.1sec to 62mph compared with a brand-new 911.

Of course, there would be no contest at all point to point. The 959 has an engaging chassis and those Bridgestones grip hard despite being mounted on skinny rims of just 17in diameter. But you can feel every year of progress in the 992's grip and

Swoopy aero front end didn't become a 911 reality until the 996 arrived nearly 10 years later. Round headlights skipped a generation with the 996, returning with the 997





composure, and while I didn't much feel like smoking the 959's brakes, I know it would lag even further behind the 992 when it came to stopping power. Also, being Porsche's first stab at four-wheel drive, there is no space in the nose for a boot, whereas the 992 offers rather generous amounts of luggage space.

But the question is: do they feel related? And the answer is that they do, but distantly. They share that sense of engineering integrity, some elements of

their sounds and shapes, and positioning as long-distance touring cars as well as being out and out sports cars. And so normal does the 959 feel that you could even end up being disappointed by it. At least until you hit 4800rpm, whereafter your brain will be well and truly boggled.

More than anything, I loved the 959's split personality, the way it was so civilised until the right moment presented itself, at which point it turned into a quite magnificent maniac. In that regard, the 992 Carrera 4S

is perhaps not the correct modern equivalent after all, despite their on-paper similarities. What's needed is a car with a superbly flexible engine that is nevertheless capable of entirely overwhelming even the best developed of all-wheel-drive Porsche platforms.

A new 911 Turbo should do the job nicely. If the stories that the S version will have considerably more than 600bhp are accurate, the true successor to the 959 could be with us by the end of the year. **PW**

Are they related? Well yes, obviously. Do they feel related? Yes, they do, but only distantly, says our man, Frankel

WHAT FUTURE FOR THE 911?

So where will the 911 of 33 years hence be? Will it be as quick then as a hypercar is today? I doubt it. First, there is the law of diminishing returns to consider and, second, the extreme likelihood that all cars will by then be limited in the amount of performance they are able to deploy. It won't have an internal combustion engine but whether Porsche insists on still putting its powerplant – be it an electric motor or fuel cell – behind the

rear axle line remains to be seen.

Personally, I can't see a car like a 911 or 959 surviving the enormous transition that is approaching. It may look like a 911, it may even be called a 911, but will it be related in anything other than name to the cars on this page? I think the world will have changed too much for the character of such cars to survive.

The 911 of 33 years hence? It's unlikely to be anything like these two fossil-fuel burners



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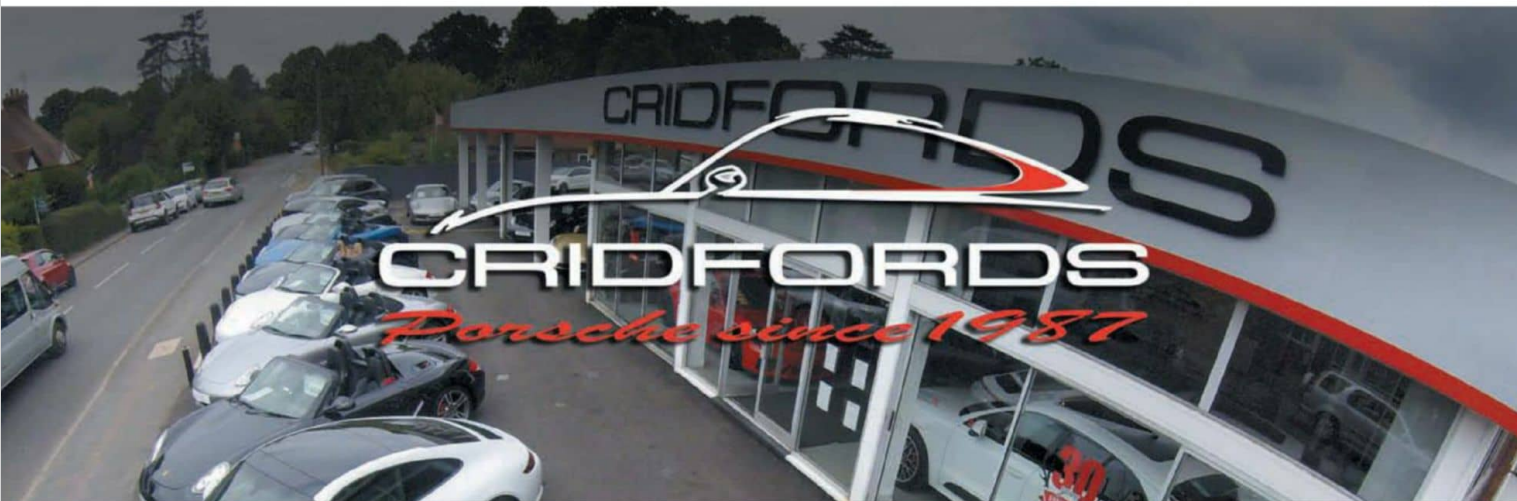
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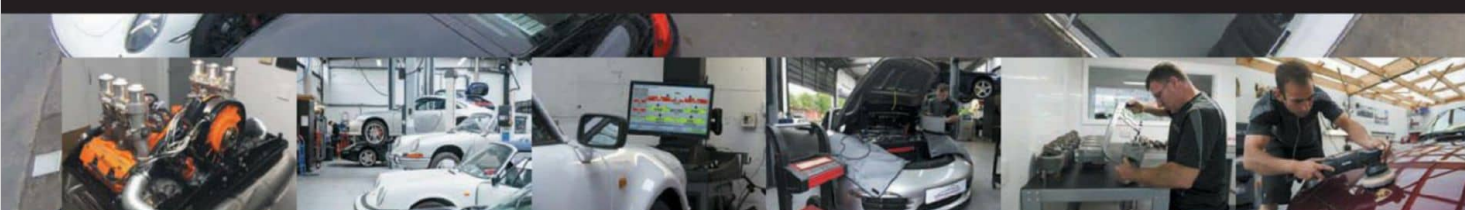
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Words: Johnny Tipler Photography: Antony Fraser

IN TO THE VALLEY

A wine tour along the Mosel valley, bookmarked by two of the world's greatest racetracks? We made the pilgrimage, courtesy of track-driving instruction experts, RSRNürburg



Left: Winding through the stunning Mosel valley. Vineyards line the lower slopes. Above: Travelling in style. The RSR fleet is an enthusiast's dream. We drew the Cayman GT3, while RSR chief, Ron Simons, led the way in a 991 GT3

It could only be La Source at Spa, the hairpin before the downhill plunge to Eau Rouge

A wine tour, you say? Well, Antony bought a breathalyser at the Chunnel terminal and, in the event, we didn't use it. But we might have, had we taken full advantage of the copious bacchanalian opportunities on offer.

Drive the Mosel valley, and you cannot help be immersed in vineyards. They line the flanks of every hillside, horizontal terraces clawed out of the rock face, and long, staked lines of vertical planting, sometimes tumbling right down to the roadside. Every charming riverside town and village is replete with hostleries and wineries offering tastings and wines for sale. So, Tipler by name, tippler by nature, how could I refuse an invitation from RSR principal Ron Simons to join him on a mosey along the Mosel, halting at some of the spectacular viewpoints and vineyards en route? The deal was sealed by the promise of a few laps in one of his track cars around the hallowed asphalt of the Nürburgring Nordschleife and Spa-Francorchamps circuits.

That turned out to be a scarlet Cayman GT3, and for a few days my constant

companion was this roustabout road-hog. I travelled to our 'Ring-side rendezvous with shutter-boy Fraser, and found ourselves billeted virtually trackside at Breidscheid in apartments belonging to Hotel Landhaus Sonnenhof. It is the place to be if you want to watch the action as well as savour trackside vibes. Sure, there other spots such as Brunnchen where you get an overspill of both, but at Breidscheid you have the eateries of timber-framed Adenau nearby, too.

Ron Simons' RS Nürburgring HQ is 300 yards from the Nordschleife access and the same distance from Nürburg village Schloss in the other, and the maintenance facility and offices are surrounded by parked Porsches and Mégane hot-hatches – at least a dozen of each. He even still holds on to a similar number of Alfa 75s, his start-up track-driving tuition cars from when I first met him a dozen or more years ago. We toggled up, me in trusty Peltor and Sparco gloves, and eased down to the Nordschleife assembly area. It was a public day, so heaving with hotheads and wanabee whizzer-wazzers in a plethora of Porkers, Beemers and hatchbacks. I've

done the 'Ring a few times, also courtesy of Ron, as well as stood behind the Armco snapping away at the N-24 and Old Timer. But unless you do it every weekend you forget the running order of the turns, and you find yourself unexpectedly in corners that are actually familiar, once you're in them. So, I was glad of Ron's inimitable exhortations to brake – or not – turn in, power on, and not surprised when the 'hand of god' eased the wheel in the appropriate direction on my behalf from time to time.

First thing Ron observes is that I am too close to the steering wheel when I need to opposite lock. 'That's a personal thing,' he says, 'but I think give yourself a little bit more space by moving the seat back a notch and then the wheel's also clearing your knees when you need to operate the pedals.' Our car is well known to the officials of course, so we breeze through the gate and I flash my RSR card at the barrier, and we are swiftly out on track. The road ducks right onto the Nordschleife, ignoring the modern F1 circuit. I need to play myself in, so to start with I let everything else go past. 'Keep it over to the





right,' shouts Ron; 'there's more traffic coming, indicate right, and then people know that you've seen them.' And that's how it goes: there's such a disparity between speeds, with no shortage of GT3s versus doddering sightseers as counterpoint, so I'm having to gauge who to pass where and who to keep out of the way of.

I act on what Ron tells me, and this is a typical directive for most corners: '...little bit of brakes, and turn in, try to keep your hands on the wheel, use all the track on the right here, keep on going, speed is fine, no brakes, and you're fully on the left here at the turn in, and...wait, and we turn in, keep your speed, don't brake, go to the left, still on the throttle, fully right, a little bit of brakes and turn in, and keep your line...' We begin the plunge down

to Breidscheid: '...wait, and now you go – Antony must be taking pictures here – turn in, on the brakes, wait, and on the throttle, and use the road on the right...this is the Lauda corner...' Which is kind of poignant now.

But, imagine that, for a full lap and then another one, with this focused, non-stop torrent of instruction coming at you! I loved it, and it was literally laugh-out-loud thrilling. Ron had my voice recorder on, so I could quote you his whole commentary – but you'd need to be in the driving seat. It's easy to be intimidated by the Nordschleife: the never-ending succession of tricky corners, all subtly different, some radically different, and it would be well worth paying for a tutored session on the uncluttered circuit. And that Cayman GTS with PDK is nothing short of phenomenal. No

turbo lag, just instant power allied to the PDK, masses of grip and taut handling, a beautifully balanced chassis, and steering nicely weighted. It feels like a glove, and what seemed at first like an unknown car is now a close friend.

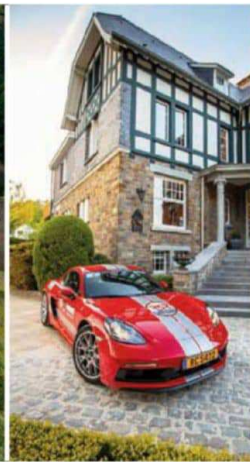
'Ring done, we head out onto the region's fast A- and B-roads, and Ron leads in his GT3 RS. To start with we're on the 257, winding its way via some quite demanding bends through a few villages towards Bonn. The traffic is predominantly 'Ring-bound, and every other vehicle is some sort of sports car or racing motorbike. Soon enough, we're revelling in rolling Eifel mountain scenery, cloaked in different patches of green, deciduous versus pine, and all now lusciously blooming, as the hillsides fold into one another. Beautiful high

What a way to start a road trip, with a few laps of the legendary Nürburgring

RSR's Ron Simons holds court at Spa, with the mighty Eau Rouge in the back ground



Ruined medieval castle looks down over town of Altenahr. Middle and right: Cayman basks outside Le Val d'Amblevé, where everyone enjoyed a particularly fine meal and sampled the new "Rare" champagne from Piper Heidsieck. To which the Editor says: "Alright for some!"



country with craggy spurs, and in the villages the trompe l'oeil stonework around the windows, a lot of timber frame buildings, Gothic script identifying shops, hotels and wineries. One such town is Altenahr, where there's a ruined medieval castle atop the wooded hill, all craggy turrets and ancient walls, with the river flowing through the middle of it. This is the most northerly on our trip.

Under acceleration, I don't think we'll be staying with Ron very long, but on the open downhill sweepers the Cayman holds onto him; I'm under no illusions that he's hanging back for us, of course, but it is thrilling nonetheless. The PDK thinks for you and does all the work if left to its own devices, and it's quite uncanny how it's always in the right gear, blipping the throttle to get the revs right for the downshift – and all the time I'm accompanied by the guttural stuttering of the flat-four sound track.

Before long, I'm seeing grape vines, a mixture of terraces and vertical planting with the vines extending up the rocky hillsides, as the Mosel tumbles over a rocky bed to my right. All wine-growing regions are punctuated by chateaux, and the Mosel domains are

similarly headquartered with equally substantial edifices. One such is Marienthal, a former nunnery where wine has been made sporadically since the 12th century, and we pause for lunch in the congenial courtyard of Weingut Kloster Marienthal. The bottled wares of the chateau shop – the Brogsitter Riesling in particular – prove irresistible to my companions.

The Mosel is Germany's third most prolific

high elevations. Back on the regular road system, our route takes us into the hills, high arable, yellow rape fields, looking down at forest across lots of other hills, and as the surfaces are remarkably smooth, the Cayman's now in Sport mode, and if you're an inveterate boy racer there are few things more amusing. More to the point, these back roads winding over the hillsides are almost as thrilling as being on the Nürburgring itself, and

“ The Brogsitter Riesling proves irresistible to my companions ”

wine producing region, and borders the river from Koblenz upstream to Trier. Ron wants to show us some more spectacular views looking out over the Mosel valley, so we drive the cars up hill roads and metalled tracks, scarcely a car's width, to the disgruntlement of a few walkers, but we enjoy some astonishing views from the vineyard terraces at these

in Sport it really romps away. We dine that evening at Kobern-Gondorf, in the Alte Muhle, a truly amazing restaurant run by the ebullient Thomas Höreth and his wife. It's housed in a former chapel and water mill, festooned with trinkets, objets trouvés discovered on site over the establishment's 1000-year history. Thomas makes his own wine – and fabulous

Freddy Mayeur talks Tipler around a lap of Spa Francorchamps. Brave man!





it is – and we dine in the shadow of enormous wooden grape presses. Certainly one for the record books.

A second comfy night at Hotel Landhaus Sonnenhof's Breidscheid annexe, and we rendezvous with Ron and his photographer Kostas again, ultimate destination Spa-Francorchamps, taking in another swathe of Mosel scenery and highpoints along the way. To begin with, we drive around the part of the Sudschleife, which gives an idea of what the original Nürburgring circuit would have been like, without any barriers – Jackie Stewart's 'Green Hell' seems pretty apt on this narrow road, with ditch and trees on either side. Then it opens out. If this Cayman GTS belonged to me I would be running it all the time in Sport mode: it's so much tauter, the steering seems more acute and turn-in sharper. The quality of these German roads is phenomenal, bend after long, arching bend, winding up and down

hill, a joy to be driving on in a car like this.

We're following the Mosel, though at this point I couldn't say whether it's upstream or downstream, but we're in the broad valley, high above Cochem castle with its quayside town where the river cruisers are moored up. The river must be 100 metres wide, flanked by a tow path and chestnuts in bloom. Very steep terracing either side, with the vines extending two thirds of the way up the hillside, covered in scrub and woodland on the top. We're on the A49 going towards Trier, enjoying some thrilling sweeps and swoops. Every few kilometres we pass through a riverside village composed of picturesque, timber-framed buildings with window boxes and wall painting decorations. It's kind of Riviera, with plenty of hotels and a few camp sites. Wine is definitely the theme, and in each village there are several establishments – bars, restaurants and wineries – advertising

wine tasting. The vines were introduced by the Romans, and the wine trade has perpetuated ever since. Which reminds me: Bottle Shock! Now there's a movie: it may be Californian – and the '70s sound track couldn't be from anywhere else – but it gives a reasonable insight into the actual wine making process.

Still tracking the Mosel, the terraces on my right-hand side are coming right down to the road, with the cheeky vines actually tumbling over the stonework onto the kerb. Looking across the river, there's another village, predominately white buildings with grey or terracotta roofs, a church spire, with immaculately terraced vineyards going up behind. We pass a big lock just as one of the commercial mega-barges that ply these waterways filters into the chamber. In some places, the terracing is like a patchwork quilt, and the producers' names are writ large on

One of life's great track driving experiences: Eau Rouge at Spa

Left: The Hotel Landhaus Sonnenhof provided comfy accommodation. We stayed in the annexe overlooking the 'Ring at Breidscheid. Below: Impressive RSRNürburg facilities, with wide range of cars



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the hillsides. The grapevines are predominantly arranged in vertical planting, lines of vines and stakes running down to the roadside, with people between the vines tending them. Elsewhere, the terracing is carved out of the rock face, and some of the cliff is actually netted, and then surmounted by vineyard, which would be quite daunting to work on if you were a picker.

We pause at Bremm, and Ron leads us up to an amazing vantage point accessed on a farm track and through woodland, where an escarpment overlooks an astonishing meander in the river – a hairpin bend, if you'll accept the motoring simile – hundreds of feet below. Apparently, people do hang-glide from here, and it's popular with hikers. Far below, a train makes its way across a bridge on one side of the land, passes through a tunnel and emerges like a worm on the other. You do get a sense of the expanse of the country from up here, with all the different valleys and mountains folding in on each other, forested on the tops and vineyards on the flanks. The local winery is Bremmer-Calmont. Ron says

it's called 'The Hot Mountain', because it gets the sun all day, and at 65-degrees, it's the steepest vineyard gradient in the Mosel. The roofs of the houses way down below are a bizarre agglomeration of triangular pitches, something which wouldn't be evident unless you were in a plane. And you can also trace the roads snaking their way up the hillside, and the farm tracks that bisect the vineyards. 'There's so much else to see,' says Ron, 'like the military bunker for the government, left over from the Cold War, where they were going to run the country from if the bomb went off. We're relatively near Bonn, which was the capital, that's why. Really, you need a week to see everything properly.' Indeed, quite possibly. We make a detour to Bad Eiltz, another jaw-droppingly picturesque Schloss, all turrets and pinnacles, and perched on an impregnable bluff. Unsurprisingly, it's a honeypot for sight-seers.

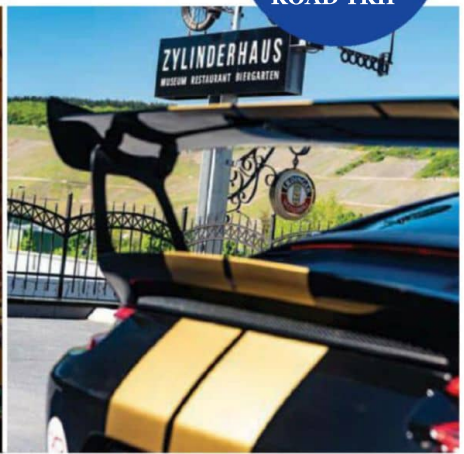
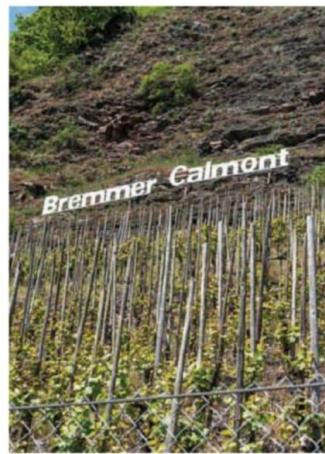
For an amusing diversion we make a river crossing aboard a little ferry: the kind that's harnessed to a cable so the current can't sweep it downstream – though it seems to

have a plenty powerful engine. We carefully ease both Porsches on board – there's a bit of a lip to the drawbridges at either end – and enjoy the prospect of yet another achingly picturesque riverside haunt, a row of enticing hostleries overlooked by the looming carcass of a medieval castle. The ferry times its runs so as not to impede the commercial barges and river cruisers – the only mystery is why they need to be so large!

The furthest south we get – in the direction of Trier and Luxembourg – is Bernkastel-Kues, where one of the vintners, J.J.Prüm, will sell you an exquisite bottle of Riesling for... €1500. This is also the location of Zylinderhaus, a small motor museum housed in a newly-constructed 1930s-style municipal building. It harbours an eclectic selection of BMWs and Mercedes-Benz automobiles, mostly from the 1950s, and there's a single Porsche 356C cabriolet. They're especially big on Borgwards, but my favourite is the brown-and-cream Steyr 220 from 1937, a 2.3-litre straight six with its Streamline Moderne bodywork. We pause beside the river for a

Bumpy ride... It could only be the Karussell at the Nürburgring

Left: Alto Muhle restaurant in Koblenz-Gondorf is situated in former chapel and water mill. Owner Thomas Höreth presses his own wine. Below: Ferry across the River Mosel



Middle: Brauhaus Kloster Macher, founded by Cisterian nuns in 1084, where they've been making wine, and latterly beer, since 1238. Right: Zylinderhaus museum, well worth dropping in on

quick photo-opp, the GT3 and GTS set against a backdrop of grand, late 19th century Jugendstil buildings.

A late lunch at another former monastery, Brauhaus Kloster Macher, a wonderful ecclesiastical establishment, a stone's throw from what's reputedly the tallest river viaduct in the world. The institution was founded by Cistercian nuns in 1084, and they started making wine in 1238. In 1969 they switched over to brewing beer and, for once, the beverage on offer is weisbier rather than wine.

We're done here, and it's time to turn tail and head north-west for Stavelot, where we have a dinner reservation at the Val D'Ambleve. Another fabulous gourmet treat, and it transpires that Ron is also a connoisseur par excellence of fine wines and champagnes. He's brought a number of bottles from his cellar for us to sample, and frankly, I have never counted so many wine glasses on a restaurant table. Star attraction is the new "Rare" champagne from Piper-Heidsieck; what can I say? Salut!

Our road trip culminates with two hours lapping Spa-Francorchamps. Ron's brand-new RSR Spa facilities are located just inside the gate into the track at Blanchimont. His techies take the Cayman for a check-over and inflate the tyres. I attend the driver briefing,

and it seems that only three out of ten of us have driven at Spa before – I last attended an RSR session here in 2012. But still, there'll only be a couple of Caymans and a pair of shared Elises, so no pressure like there was back at the 'Ring. I'm allocated Freddy Mayeur as my instructor and, suitably helmeted, we take to the track. We do a couple of laps and come in. 'You're gripping the wheel too tight, and being too aggressive turning in to the corners,' he advises me. We

right, as was the Bus Stop chicane for some reason, slow as it is. 'You just free your mind and imagine you are on a Sunday drive. Your car is the cello and the track is your musical score. When you are relaxed behind the steering wheel, your driving will be much more serene. So, you don't have to think, "maybe I should be faster," you don't have to fight with your steering wheel, just relax, breathe sometimes, stop racing in the corners. Of course, you have to deal with

“ At least twice I got Eau Rouge and Raidillon absolutely right ”

switch over, and he demonstrates what he means by holding the wheel between two fingers on each hand. 'It's like playing the piano,' he says, '...and braking and going back on the gas, it's the same; you must be smoother.' On several corners I've evidently been turning in far too soon, and at the entry to Fagnes we wait unfeasibly long before turning. The double-left sweeps of Blanchimont were difficult to get consistently

traffic, but before running you have to walk, to do lap after lap and then it will come by itself. Even on your last lap you beat your speed of the one before, and it was easier.' Sure, and at least twice I got Eau Rouge and Raidillon absolutely right, mostly by backing off earlier than anticipated on the downhill run on the old pits straight, and few things are more satisfying than that. Apart from...a glass or two of Rare champagne, perhaps? **PW**

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Words: Dan Trent Photography: Paul Harmer

TO MOD OR NOT TO MOD, THAT IS THE QUESTION...

RPM Technik's spectacular 3.8 964 track conversion has transformed a regular Carrera 2 into an RS slayer...but should it have been left as it was?





“Before we started the work on it I took the car home for the weekend and had a bit of a drive around the Cotswolds in it,” says owner Ian Humphris. “Obviously it was just a standard Carrera 2 then, totally stock. And I was thinking to myself what am I doing, this car is lovely as it is.”

It's a question hanging over any Porsche project of course, the more so as the stocks of standard models dwindle and the ethics of irreversible modification and personalisation versus preservation and originality come into sharper focus. And, as spectacular as the results of this RS-

inspired conversion are, in this instance I can genuinely relate to Ian's dilemma. Because I have previous with this particular 964.

Four and half years ago I was here at RPM Technik to collect this self-same 911 for its new owner, a pal who'd just relocated to Glasgow and needed someone to drive it from Buckinghamshire to Scotland. Selflessly I volunteered and, in the way of these things, enjoyed taking my time over it. And, as Ian says, it was a lovely thing, in the way that a Guards Red, manual Carrera 2 should in theory be all the 964 you ever really need. Thing is, it's now an even lovelier one. And parked outside RPM in exactly the same spot as where I collected

it a few years back any high-minded thoughts about originality are dazzled in the light of gold BBS wheels and a mean, track-hungry stance. This is like a 964 and true to the original car's vintage. It's just a bit more so.

Chatting with RPM's technical director Ollie Preston you get the more pragmatic viewpoint on originality. “They built thousands of them,” he quips, “and they're all rotten by now, or at least the ones that have been driven are. And if they haven't been that's a waste of a car.” His logic states if you're going to be cutting out rusty bodywork, replacing worn out suspension and renovating tired engines and gearboxes you may as well have a bit of fun at the

To modify or not to modify...? Each to their own and all that, but at the very least it's hard to argue with those BBS wheels!

Our man Trent has first-hand experience of this car from when it was standard, having delivered it from RPM's Buckinghamshire base to Scotland for a pal a few years ago



The RPM crew really went to town on the engine. From 3.8-litres, with Mahle pistons and Carillo rods, plus RSR intake plenum and MoTeC ECU, it puts out 351bhp

same time. And in Ian he has a customer with the budget, inclination and tastes to really indulge him.

While I can vouch for the fact it was a nice car for a gentle road trip to Scotland it quickly became clear the project was going to require a full rebuild. So it was stripped all the way back to the metal, wings and rear quarters were replaced and a full carbon roof bonded in to replace the sunroof-equipped original. As part of the weight-saving process out went the power steering and most of the original interior and in went a Heigo cage and a pair of harness-equipped Recaro Pole Positions, inertia reel belts retained in keeping with the dual-purpose, road and track brief. As such the interior is fully trimmed, albeit with Alcantara and RS-style fabric door releases. A Porsche Classic Radio Navigation system meanwhile fits within the single DIN socket to preserve period looks while offering mod cons in terms of phone, digital radio and navigation. Albeit on a screen you'll need a magnifying glass to make any real sense of.

As it was: A basic 964 C2, with 'flag' mirrors and D90 wheels. Should we worry that it's been stripped of its originality? Or would it have been snapped up by Singer eventually anyway!

But it's in the engine bay where Ollie and his team really went to town. At the heart of it is a Mahle slip-fit 3.8 conversion with Carillo rods, re-flowed heads, bigger valves and new cams. Air flows into the engine via a 3.8 RSR style intake plenum and magnesium throttle bodies, while exhaust gases exit via an M&M stainless system with a stock looking single-exit pipe. And

unison is a trusted MoTeC ECU, Ollie rating the adaptability, tuning potential and proven, future-proofed ubiquity. Bottom line scores include a rude sounding 351bhp and a muscular 281lb ft of torque.

The yellow-faced rev counter in the centre of the instrument binnacle has the 7600rpm redline aligned to 12 o'clock in a subtle nod to the character of what's been

“ Bottom line scores include a rude sounding 351bhp ”

make a mighty fine sound while doing so. From the carbon fan shroud to the braided lines and anodised fixtures and fittings this is one nicely presented engine bay, assembled with evident skill and pride. As you'd expect, everything internally has been balanced and lightened, there's an RS clutch and flywheel and making it all sing in

done, not that you need too much reminding when you turn the key. That breathy, bassy bark as the engine catches sets neck hairs to attention before a wheel has even turned, the urgent, aggressive idle your first hint of what's in store. Little more than the weight of your shoe on the accelerator is enough to get a response,





the needle on the rev counter jiggling in anticipation as the fluids warm.

In the tight embrace of the Recaros and surrounded by cage and harnesses it's hard to believe I'm in the same car as I drove back in 2014, but this is still a 964 and the vibe, if heightened, is familiar. Someone's lavished some serious attention on the gearshift, first slotting in with weighty precision while, as often happens, over-compensating in fear of an embarrassing stall goes the other way with an ugly flare of revs and lingering whiff of clutch. That there's such a fine line between the two is instant proof this is a Proper Porsche though, the determination to quickly calibrate the soles of my feet to the EXACT pressure required for a smooth getaway the kind of thing that makes cars like this so rewarding.

I'm glad of the grippy suede rim on the dinky Prototipo wheel, given it takes a fair heave on it at low speeds. This, the manly clutch and the heft of the gearshift all add up to the sort of physical experience more focused 911s always demand, the contrast

with the hairtrigger sensitivity of the accelerator and clutch meaning it requires both brawn and brains to drive smoothly.

Ian's original intention was the 964 would be a fun road car he could occasionally enjoy on the track, too. Let's just say he's got plenty of choice when it comes to options for the latter but the 964 seems to be getting more than its fair share of circuit

up is a lesson in how expertly tuned suspension can transform a stock car from enjoyable to exceptional.

I've driven the roads around RPM many times and straight out of the gate there are evil combinations of rapid-fire bumps, unpredictable cambers, vicious potholes and all manner of other challenges the guys can use to fine-tune their settings. There's

BBS split-rims with gold centres suit the modded 964 vibe perfectly. Above: Recaros, the go-to seat choice

“ It requires both brawn and brains to drive smoothly ”

time... RPM's preferred KW suspension thankfully caters to both in one reliable package, Ollie rating the Variant 3s not only for their adjustability and damping quality but also their longevity. Combined with solid bushings on the rear trailing arms and various other tweaks perfected over years of working on 911s of all vintages, the set-

not a lot of travel in the set-up on the 964 and, for a supposedly road-optimised car, it's pretty fierce, or at least so it seems in the first few hundred yards. Then you realise that while the bumps are inescapable nor are they unsettling the car, the dampers' fast action keeping tyre contact pressures consistent and the grip

One man and his modified 964. This is Ian Humphris' dream machine, in association with RPM Technik



Interior retains a civilised feel, with an Alcantara makeover and obligatory dished Momo Prototipo wheel

levels predictable and easy to read. So the 964 bobs happily in the suspension's mid-stroke, moving on all four corners apiece rather than rolling or porpoising, the damping ramping up progressively to avoid thudding into the bump stops through the big compressions.

Don't get me wrong, this is not what you'd call a plush car. And there's a fair bit of camber sensitivity and kickback through the wheel, the PAS delete meaning there's no filter to the feedback, friendly or otherwise. But that's good. You don't go piling along, oblivious to your surroundings. And on roads like this even 60mph feels involving and exciting – a far cry from more modern 911s where you could double that without even realising. This is a full mind and body workout and I'm beginning to understand why Ian might choose the 964 over the newer, faster and seemingly fancier cars he also has at his disposal. For the serious driver this is a serious car and one that demands you apply yourself fully.

I'm reminded of the Sharkwerks 964 I drove not that long ago, given it also had

non-assisted steering, a 3.8 conversion and equivalent 'fast road' mindset. Like that car the RPM 964 is faithful to the source material, while at the same time sympathetically improving and extending its reach. And performance. And, oh golly, does it extend the performance.

The diet RPM has worked on this car has been extensive, the claimed bottom line

Peak horsepower at 6950rpm and peak torque at 6000rpm tell you much about the nature of this engine but, impressively, it picks up instantaneously from any revs and in any gear.

While RPM have achieved similar outputs from 964 engines before they used racier cams with a trade-off in flexibility, Ian specifically wanted a more tractable motor

“ The diet RPM has worked on this car has been extensive ”

1176kg chopping not far off 200kg out of the stock Carrera 2's kerbweight and coming in under the fighting weight of both the regular RS and the 3.8 version. All this with 100bhp more than it came with from the factory. Numbers are one thing but the immediacy with which this car picks up from any speed and in any gear is intoxicating.

for road use and that's what Ollie has given him, there being not a hint of lumpiness or hesitancy at lower rpm. With fluids warm, my inputs more attuned to the sensitivity of the controls and the roads opening out it's all coming together, the sheer muscularity of the power delivery, the furious howl from behind me and the crescendo of revs all





adding up to an utterly addictive combination. The motor is so responsive I have to be super quick and accurate with my shifts to keep it spinning between gears but, again, that's the reward in a car like this. What you get out is as good as what you put in, the ability to haul from third meaning for all but the tightest corners I can dodge the rev-matching challenge that is the cross-plane shift down to second.

It turns out to be a good job we've got a private track for the photos, this providing a chance to really let rip and see how fast this car is. The answer is very, third delivering an utterly thrilling haul to the redline where, if you've held your nerve until the rev needle is vertically upwards, you're then dropped right into the sweet spot of fourth, ready to repeat it all again. Very significant three-figure speeds appear with disarming ease, the engine's howl reverberating around the small cabin and threatening sensory overload. All the time you're gripping the wheel tight, sinews in your

arms braced against the ripples of feedback through the suede rim, your heightened senses reading every last message through the tyres, your confidence in the set-up encouraging you to push harder and harder. Ian's popped along for the rare opportunity

noise limits I don't know but for any Porsche fan it's a heavenly sound.

I'll admit the 964 is less suited to the stop-start traffic on the M25 as I head back to RPM. But an aching clutch leg is a small price to pay for being reunited with this car

Modified 964 sits perfectly on KW suspension. Black details offset the classic Guards Red

“ Very significant three-figure speeds appear with disarming ease ”

to see his car from the outside and, on one pass for the camera, I see him holding his phone out, hand cupped around his ear and willing me to rev it out for his vicarious pleasure. Would be rude not to oblige him... When he goes out for his own go I can hear that gorgeous, guttural roar echoing through the trees from the other side of the track. How he passes track day

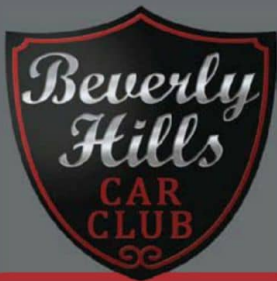
after its extensive (and undeniably expensive) makeover. I may have approached this uncertain about the morals of another nice 964 Carrera being corrupted beyond its factory configuration. It's certainly come a long way since then. It's come a long way since I last drove it, too, in more than just miles accrued. But it's hard to argue with where it's ended up. **PW**



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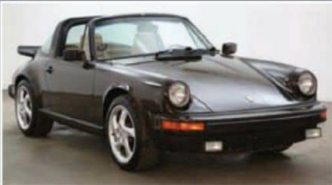
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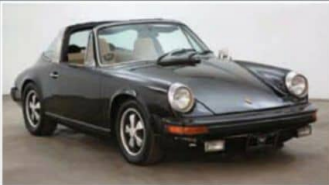
The 1963 Porsche 356B Cabriolet is available in white with a black interior. It comes equipped with a 1600 engine, 4-speed manual transmission, dual Solex carburetors, OEM radio, solid wheels, soft top and includes the spare tire, jack and some service documentation and registrations from the same owner dating back to 1988. A very clean and presentable vehicle which was with the same owner for many years and is mechanically sound.

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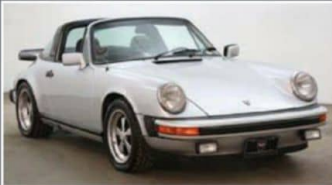
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1974 Porsche 911 Targa Stock #10732
The 1974 Porsche 911 Targa with matching numbers is available in black with a tan interior. It was originally a color code#249 emerald green metallic example and comes equipped with a Sportomatic transmission, air conditioning, Fuchs wheels and includes the spare tire. It had the same owner since 1984 and is mechanically sound.

For \$27,500



1978 Porsche 911SC Targa Stock #10870
This 1978 Porsche 911SC Targa with matching numbers is available in its original color code#936 silver metallic with a black interior. It comes equipped with a 5-speed manual transmission, air conditioning, power windows, Fuchs wheels and includes the spare tire and jack. A very clean and presentable vehicle which is mechanically sound.

For \$27,500



1997 Porsche 993 Cabriolet Stock #10588
The 1997 Porsche 993 Cabriolet featured here with 90,827 miles on the odometer is available in a dark blue metallic with a tan interior. It comes equipped with a Tiptronic transmission, air conditioning, cruise control, dual air bags, power windows, power steering, power seats, solid wheels, drilled rotors, power soft-top and includes the spare tire. It is also mechanically sound.

For \$31,750



1977 Porsche 911S Targa Stock #10830
The 1977 Porsche 911S Targa is available in this gorgeous color combination of green with a black interior. It comes equipped with a 2.7 liter with a manual transmission, air conditioning, Fuchs wheels and it includes the jack and spare tire. This is an excellent original California car which is extremely clean and presentable, and is also mechanically sound.

For \$32,500



1981 Porsche 911SC Coupe Stock #10835
This 1981 Porsche 911SC Coupe with matching numbers is available in its original color code#956 pewter metallic with a black interior. It comes equipped with a 5-speed manual transmission, air conditioning, power sunroof, power windows, Fuchs wheels and includes the spare tire and the original owner's manual. A very presentable example which is mechanically sound.

For \$33,500



1986 Porsche Carrera Targa Stock #10849
This 1986 Porsche Carrera Targa with matching numbers is available in a blue metallic with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, power windows, Fuchs wheels and includes the spare tire. A very clean and presentable vehicle which was with the same owner for many years and is mechanically sound.

For \$32,500



1967 Porsche 912 3 Gauge Coupe Stock #10815
This 1967 Porsche 912 3 Gauge Coupe is available in white with a tan interior. It comes equipped with a manual transmission, model correct engine, very desirable dual sport seats, dual carburetors, solid wheels and includes the spare tire and jack. It has lots of potential and is mechanically sound.

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1969 Porsche 912 Long Wheel Base Coupe Stock #10770
The 1969 Porsche 912 Long Wheel Base Coupe with matching numbers is available in its original color code#6803 Ossi blue with a black interior. It comes in this gorgeous color combination and is equipped with a 5-speed manual transmission, dual carburetors, solid wheels and includes the spare tire. A very clean and presentable vehicle which is mechanically sound.

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1966 Porsche 912 3 Gauge Sunroof Coupe Stock #10087
This stunning 1966 Porsche 912 3 Gauge Sunroof Coupe with matching numbers, (PPS Included), is available in this gorgeous Irish green with a tan interior. It comes equipped with a manual transmission, factory electric sunroof, wood steering wheel and chrome wheels. An extremely clean and presentable vehicle and an excellent early SWB 912 which is ready to be driven and enjoyed. The Porsche is also mechanically sound.

For \$44,500



1969 Porsche 911E Targa Stock #10879
This 1969 Porsche 911E Targa is for sale in its original color code#6829 signal green with a grey interior. It comes equipped with a 2.7 liter with a manual transmission, Fuchs wheels and some miscellaneous upgrades. An extremely clean and presentable California car which is mechanically sound.

For \$39,500



1973.5 Porsche 911 CIS Targa Stock #10759
This 1973.5 Porsche 911 CIS Targa with matching numbers and has the Certificate of Authenticity included, is available in its original color code#936 silver with a black interior. It comes equipped with a manual transmission, NARDI steering wheel, Fuchs wheels and includes the spare tire. It was previously owned by a PCA owner and is mechanically sound.

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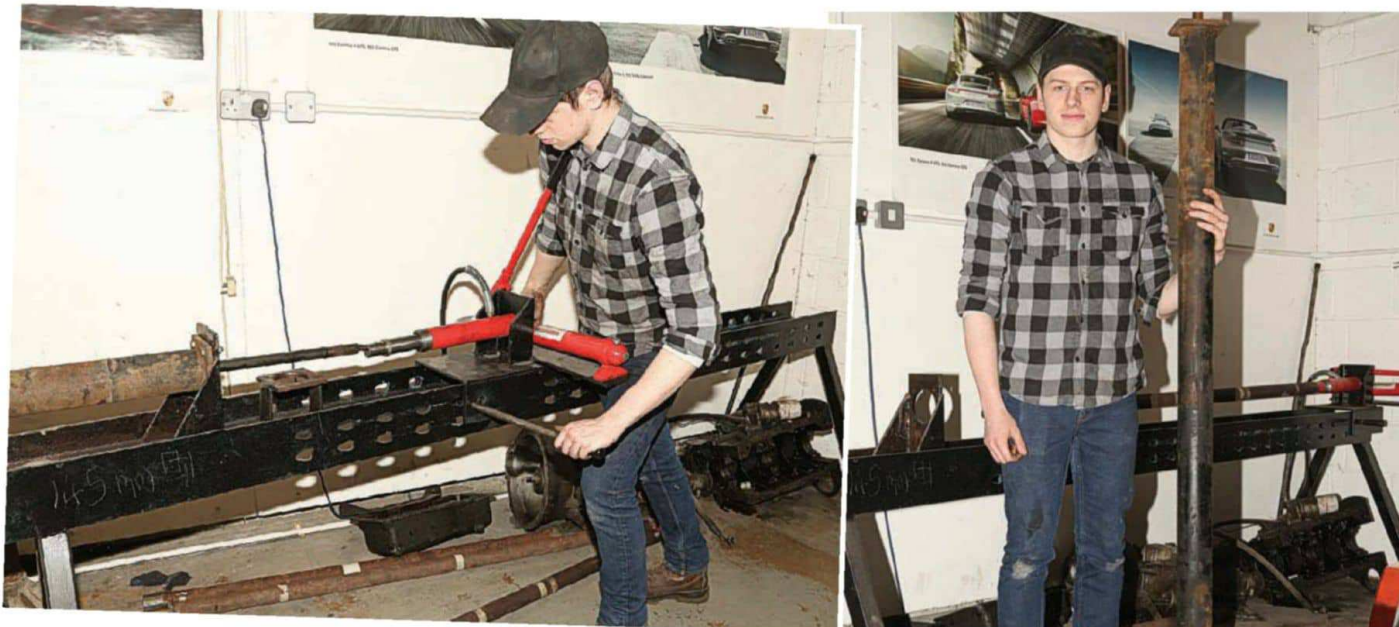
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TECH: HOW TO

TUBEWAY ARMY

There is a natural tendency to assume that a transaxle Porsche's torque tube – the vital driving link between front-mounted engine and rear-mounted transmission – will soldier on for ever. And if you are lucky it might. Chances are, though, that at this stage in the game it will benefit enormously from new internal bearings, and perhaps an ingenious upgrade in that department. Story and photographs by Chris Horton



Many of we Porsche enthusiasts – this writer included – have come to refer to the front-engined, rear-drive sports cars as the transaxle models. The term is not entirely helpful, however, not least because strictly speaking the 911 – from which we are in this context trying to distance ourselves, of course – has a transaxle, too. (A transaxle is generally defined as a combined transmission, final drive [or differential] and a driving axle.)

What we should really be calling these Porsches is the torque-tube models, this a

usefully more specific reference to the fact that the front-mounted engine and rear-mounted transmission and final drive are linked not by a conventional open propeller shaft, but by a rigid tube with an internal and crucially non-universally jointed drive shaft. Such is the defining layout of the 924, the 944 and the 968, and also the V8-engined 928. Both the 964 and 993 Carrera 4 and Turbo models have a torque tube driving the front axle, a layout derived from that of the ground-breaking 959, but that's something for another time.

Pioneered for series production by Lancia in the early 20th century, the torque tube

offers several advantages over the open cardan (or Cardan) shaft. It turns the vehicle's powertrain into what might be thought of as a chassis within a chassis, to the benefit of overall rigidity, balance and thus roadholding. Sealed inside a closed tube, the drive shaft is protected from the elements. And, like so many slightly

Augment Automotive technician Ethan Acland was the young man on the spanners for this task – and here the AA-built rig for pushing out first the drive shaft, and then its bearings. It's a simple enough process, but even with this clever piece of kit somewhat laborious, requiring the lever-operated hydraulic ram to be backed off every so often, and then its mounting plate moved forward a few inches. You can, in theory, achieve the same result using a long threaded rod, plus some washers and nuts, but imagine how long that would take. Rust on drive shaft's splines not ideal – the result of long-term storage – but would clean up OK. The thing that is a definite no-no is wear or damage to the nose of the shaft – see also sidebar on the next spread

It's the luck of the draw – and in truth immaterial – whether or not the central shaft emerges, from the gearbox end of the tube, with the bearings attached. Either way, the latter will be pushed along the tube by the plate set back a few inches from the business end of the ram. In this case, though, one of the bearing races became separated from its carrier, due to being assembled and fitted the wrong way round, and another was pushed half out of its carrier. Not a problem at this stage, but it could be if you reassemble incorrectly. This is the later-type bearing carrier, with an integral outer rubber sleeve; the earlier type is shown below. Note steel and rubber inner sleeve, between bearing track and drive shaft (far right), and intended to offer a snug fit around the shaft, but allowing a degree of flexibility

left-field automotive ideas, it probably sounds good in the sales brochure.

But the shaft is thus long enough to require intermediate bearings to support it within the outer tube, and to prevent the vibration that would be the result of its natural flexibility. And bearings, as we all know, can eventually wear out. At that point, rather than simply disconnecting the universally jointed ends of your open propeller shaft, and maybe releasing one or more brackets from the underside of the floorpan, in order to gain access to said bearings you must remove either the engine or the transmission – or perhaps even both.

And that's the easy part. Thereafter –

The simple way to remove any bearing remaining on the shaft is gently to grip the latter in a vice – or, better still, with the jaws barely touching it – and then use the end face to counter-hold the bearing while you carefully tap the end of the shaft. Always protect the vulnerable nose with a block of wood, though. The rest of this sequence shows clearly how the early riveted-type bearing and carrier assembly is overhauled. Ease off the outer rubber ring, and then drill out the rivets. This will allow the two halves of the carrier to be split, and a new bearing to be sandwiched between them, before they are then riveted back together.

Arguably better to replace these carriers with the later type, but since those are not available new from Porsche you will probably need the uprated devices from Black Sea R&D in the US – again see panel on next spread



and we are talking here about the Porsche design – you must extract from inside the two-metre-long tube the drive shaft and the no fewer than four bearings and their rubber-sheathed carriers, all a snug sliding fit within and around each other. It's not the kind of task you will be tackling one Sunday morning before lunch at the pub – and there are probably only a very few Porsche technicians and independent specialists who have successfully accomplished it, too.

Why, then, run the job as one of our how-to stories? Because as our cars become older there will be increasing numbers of torque-tube bearing 'failures'. (Inverted commas since complete collapses

are rare. Instead, the devices become noisy, and in severe cases start to vibrate.) Because good second-hand torque tubes are becoming scarce and thus expensive. Because there are all sorts of torque-tube myths – like the one that suggests you can remove and refit the shaft and bearings using a long, threaded rod and some nuts and washers. (You can, but it's like trying to mow your lawn with a pair of nail scissors.) And not least because it's interesting.

Heroes of the hour are David Barker and his team at Augment Automotive in Gloucestershire. Regular readers might recall their involvement a few years ago with one of editor Steve Bennett's 944



TECH: HOW TO



The procedure for the later type of carrier, with its integral outer rubber section, is the same in principle, but the bearing is a push fit within the carrier. Crucial points to note here are that the inner sleeve **MUST** enter the bore of the inner bearing track from the same direction as the bearing itself enters the outer carrier. And then, of course, that the carrier enters the torque tube (from its forward end) with the shoulder of the inner sleeve facing the front of the tube/car. This ensures that all the components will stay together as first the carriers are pushed home, and then the shaft – which must obviously be a smooth sliding fit within the sleeves. Make sure each carrier looks as in the last photo in this sequence – with the nose of the ram entering from the right of the shot – and all should be well

THE KNOWLEDGE

No less important than efficiently removing and refitting the torque tube's internal drive shaft is being able to overhaul the four bearing carriers. There are two types, both outlined in the photographs.

In earlier cars the bearing is sandwiched between two steel rings riveted together, and a rubber ring sits in the shallow channel thus formed on the outside of the assembly. It's the ribs on this ring that locate and secure the carrier inside the tube, at the same time insulating the latter against noise and vibration. They also make the bearing essentially self-aligning. Additionally, the bearing has a special inner sleeve to give it the required fit around the shaft. This sleeve is a fairly tight – but not too tight – fit against both components. Opening up the carrier requires the rivets to be drilled out and then replaced with new ones, but to anyone with reasonable engineering skills – and a pillar drill for the required accuracy – it should be straightforward enough.

In later cars you have the same bearing, but the carrier is a one-piece metal ring, around the outside of which is bonded a rubber moulding, again ribbed to offer a secure but slightly flexible location. The bearing is a simple press fit within the carrier (from one direction only; we shall come back to that in a moment), and again there is a steel-and-rubber sleeve between its inner track and the drive shaft, which yet again must be fitted from the right direction. Do bear in mind, though, that it's not unknown to find early bearing carriers in late cars, or vice versa – or even a combination of the two types.

There are also two types of torque tube. The earlier and most common version, shown here, is a simple, well, tube. For both the 944S2 and the 968, however, Porsche cut a longitudinal slot in the lower forward part of the tube, running from just behind the front mounting flange to the gear-shift mounting point. From new this was sealed with tape, but this can degrade and allow water and dirt to penetrate, and prematurely wear out the front bearing. There have also been instances of the tube 'spreading' and allowing the bearing to move out of place. Such tubes can in theory be overhauled, says David Barker, but these days he prefers simply to offer customers a rebuilt earlier unit.

It is important to deal with torque-tube problems sooner rather than later. A worn bearing(s) – and particularly that vulnerable front one in the later slotted tube – will allow the drive shaft to flex and vibrate,

and if left unattended for long enough this can damage both the shaft and possibly the outer casing; perhaps even the clutch or the transmission. Likewise it is important that the nose of the drive shaft is a snug fit inside the pilot bearing at the rear end of the crankshaft. If not, the splined section can wobble where it passes through the clutch, again damaging that, as well. If in any doubt, fit a new pilot bearing – and discard any shaft already showing signs of wear in this area.

The drive shaft shown in some of the photos here is plainly rusty, and would have required vigorous wire-brushing before it could be refitted, but it still has both good splines and an unworn nose. It could certainly have been reclaimed. We did later substitute it with another, without that superficial corrosion, but that was primarily because the first shaft was corroded further along its length, where two of the bearing sleeves had damaged the surface. That wouldn't have been impossible to overcome, but with a good stock of second-hand tubes and shafts in the August stores there was no point persevering with it if we didn't need to.

The other important point to note is the direction in which the bearings must be installed. In simple terms, everything passes through the torque tube's outer casing from front to back, but if the bearing carriers are assembled incorrectly, and/or fitted the wrong way round, you can end up with all sorts of problems. Having pressed home each inner sleeve (from either side of the bearing), you must then fit the bearing into its (later-type) carrier from that same direction. Or in the case of the earlier, riveted carrier, such that the shoulder on the sleeve will end up facing the front of the tube.

If not, there is the danger of carrier, bearing and perhaps inner sleeve separating as you push them home and then insert the drive shaft, and you will have to start again. It was this mistake, by whoever last overhauled our guinea-pig torque tube, that during the stripdown caused one of the bearings to emerge from the rear end of the tube with the shaft, leaving the carrier in situ until that was pushed along by the next bearing in the chain. It was no problem at that stage, of course, but had it occurred – most likely unnoticed –

when we were reassembling the tube then it would have left the shaft unsupported, and the bearing and carrier possibly floating about inside.

Augment Automotive (augmentautomotive.co.uk; 01452 831710) charges around £300 plus VAT to rebuild an individual torque tube, the precise figure depending upon any other work needed or requested – repainting the outer casing, for example. That doesn't include removing or refitting the tube, but the company would be happy to quote for that, too. That process necessitates removing the transmission (or engine), so it would make sense to budget for a clutch change at the same time. And conversely, perhaps, to have the torque tube attended to if you are replacing the clutch.

Should you wish to do the job yourself you will need some kind of rig as shown here – again straightforward enough for anyone with fabricating skills – but neither the bearing carriers nor the inner sleeves are available from Porsche, so any shortcomings in those areas will mean finding good second-hand items (probably not that easy or cost-effective), or better still upgrading with the improved parts from Black Sea R&D (see opposite). The bearings themselves, though, are as cheap as chips. We did a quick web search and came up with any number of suppliers offering them for around £5 apiece.



It is essential that the nose of the torque tube's internal drive shaft is a smooth, snug fit in the pilot bearing at the rear end of the crankshaft – and not shaped like an old-fashioned threepenny-piece coin. Check both components carefully

Press each of the four bearing carriers through the tube to the required depth, as indicated by the four taped marks on the ram – although a few millimetres 'error' in either direction is permissible. Grease the splines on the rear end of the drive shaft and, having carefully lined it up with the first bearing, start pushing again from the front. Obviously you don't want the shaft to dislodge any of the bearing carriers, so be particularly careful when the now hidden end of the shaft reaches each subsequent assembly. If anything does move then you ought to have everything out of the tube and start again – which would really spoil your day if you were using the threaded-rod technique. Likewise stop when the rear end of the shaft reaches the required position relative to the rear end of the casing, as indicated here by Augment's simple gauge plate



projects, and although they have featured only occasionally since then they have been busy carving out a niche for themselves in the burgeoning market for these affordable and increasingly popular Porsches. David, an engineer with many years of experience in manufacturing industries, realised that the torque-tube issue was not one that was going to go away, and having himself experimented with the rod-and-washer technique, built the rig you see here.

It's a device for supporting the tube in the required position, and then, using a hydraulic ram and a long pole, steadily pushing the shaft through the tube from front to back. This, all being well (and assuming the tube was last assembled correctly; the one shown here was not), will bring with it the four

bearing carriers, which can then be slid off the shaft and fitted with new races. The latter are 'standards', cheaply available from any specialist supplier of such items.

To reassemble the tube, first the new bearings and their carriers are pushed into position, one after the other, and to the precise distances indicated by marks on the pole. After that the drive shaft goes in, once again pushed through by the ram (but this time no pole), until it reaches the required position, this indicated by a simple gauge plate at the gearbox end.

It will be self-evident – or it should be – that pushing any one of the components too far will mean pressing it (or in the worst case perhaps all of them) all the way back out, and starting all over again. That would be

laborious enough using the hydraulic ram. Having to do so using the DIY rod-and-washer method would surely be the equivalent of mythological Greek king Sisyphus rolling his famous boulder to the top of the hill, only to be punished by seeing it fall back down to the bottom.

Not a DIY project, then – or not unless you fancy building a similar contraption and setting yourself up as the local transaxle-Porsche torque-tube specialist, in which case, as you will see, it is actually relatively straightforward. As ever, though, we hope this feature will show what you might be paying just such a specialist to do on your behalf, and also gives you an insight into some upgrades that should ensure you never have to do it again. **PW**

BEARING UP UNDER THE STRAIN

While preparing this feature we came across an enterprising American company that has made Porsche torque tubes its 'thing'. Black Sea R&D, based in Cartersville, Georgia, offers bearing upgrades for the 924, 944 and 968, and also the 928. Additionally, it covers the four-wheel-drive 964 and 993 models (Carrera 4, Turbo etc; we shall have a look at those in a future issue), and even the 959.

Its core product for the four-cylinder cars is its Super Bearing. This does the same job as the standard part, and is fitted inside the tube in the same way, but with longer outer and inner sleeves offers more positive location to help reduce vibration. A set of four costs US \$750 plus shipping and duty, but such is claimed to be the improved performance of the devices that you can use just three if you wish – for \$640 plus shipping and taxes. Also available – for the same prices – are Super Bearings for the early 2.0-litre 924, which has a 20mm diameter drive shaft instead of the later and more commonplace 25mm item.

Proprietor Constantine Golovaty is the first to agree that industry-standard bearing races will do the job – assuming your carriers are fit for purpose – but at the same time offers some interesting advice on what you should be looking for when sourcing them.

'The bearings specified by Porsche are sized 6006, steel-shielded on both sides, and with a clearance rating of C5. This means there is a relatively generous tolerance between the ball bearings and the inner and outer tracks. These are known as "rattlers" within the bearing industry. They are rather hard to find, though, so most rebuilders use either a C2 or a C3, with a slightly tighter clearance between the balls and the races.'

Constantine is also ready to endorse the threaded-rod technique. 'This has been used by many of our customers during installation of our 944 and 968 Super Bearings, and it works quite well, although as you suggest it is rather laborious. We also made a hydraulic press affair which makes the rebuild process much easier, especially when doing a number of tubes. But we have found there are many DIYers who have more time and ingenuity than cash. By all accounts they have been very successful with this method, especially when using our Super Bearing products.'

It is outside the scope of this

story, but we should also mention the essentially similar Super Bearings for the 928. A (full) set of three again costs \$640 plus carriage and duty, and significantly does away with the need for the vibration damper that was fitted to these models as standard, and which as the cars age is more likely to be a source of harshness than to prevent it. Again, more on that in a future edition of the magazine, or see the company's informative and interesting website for more details on its entire range – blackseard.com.



Black Sea's Super Bearings use essentially the same internal races as the Porsche parts, but crucially have longer outer sleeves for improved location and resistance to vibration



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TECH: SPECIALIST

PROJECT NINE ENGINEERING

Project Nine Engineering is owned by Clifford Lowe, a highly experienced Porsche mechanic with over 30 years' experience – Paul Knight heads for Kent to meet Cliff and take a tour of the 'shop

Words and Photography: Paul Knight



Kent is known as the garden of England for a good reason – the countryside is quite simply beautiful! Driving through the lanes en route to Project Nine Engineering certainly revealed some great scenery and lovely villages (not to mention some superb sweeping bends and great roads, too). Project Nine Engineering is located in the village of Marden and, as we pulled in

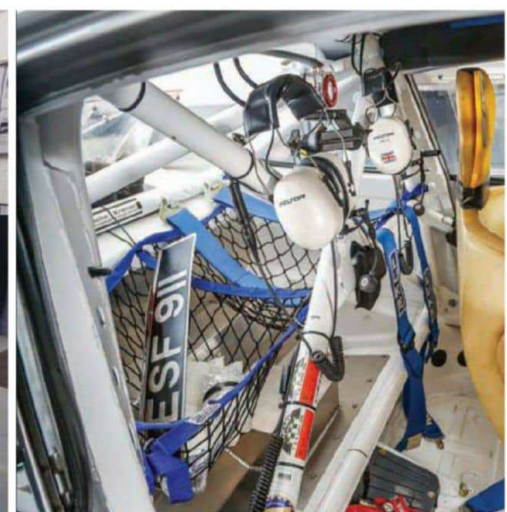
beside period barns we were immediately faced with the modern workshop and sizeable parking area out front. With the main business located in the bulk of the building, there's also an MOT garage, which fills the far right bay of the unit. Interestingly, we later learned that this business was purchased by Cliff/Project Nine a few years ago and, whilst it's maintained its own identity externally, the MOT centre has certainly added a useful facet to the main business. Cliff explained,

'it's useful to be able to test vehicles as part of an annual service but we've also found that many Porsche owners return to us with their daily drivers or family vehicles, hence it works for both the customers and the business'. The MOT centre was clean and well presented, however, it was the Porsche side of the business that we were looking forward to checking out. This is very much a family business, however; Project Nine has a number of other highly experienced and qualified

Martini race replica greets us at the door and is very much representative of Project Nine's mix of race and road customer base



Amazingly this race/rally replica started life as a 912. It now competes across Europe. Interior (below) is stripped for action. Note chunky sequential-shifter



mechanics and technicians who work alongside Cliff to deliver the best in Porsche servicing, repairs and restoration. It is this expertise that they bring as individuals that make Project Nine Engineering as good as it is today.

The office and day-to-day running of the business is handled by Natacha – the customers' first point of contact, if you like. She commented, 'we cover everything from classic restorations through to servicing the latest Porsche models and much of our business is repeat custom or new trade based upon customer recommendations'. Cliff's reputation and expertise certainly speaks volumes and his passion for all things Porsche was refreshing, to say the least. It is because of this unique level of

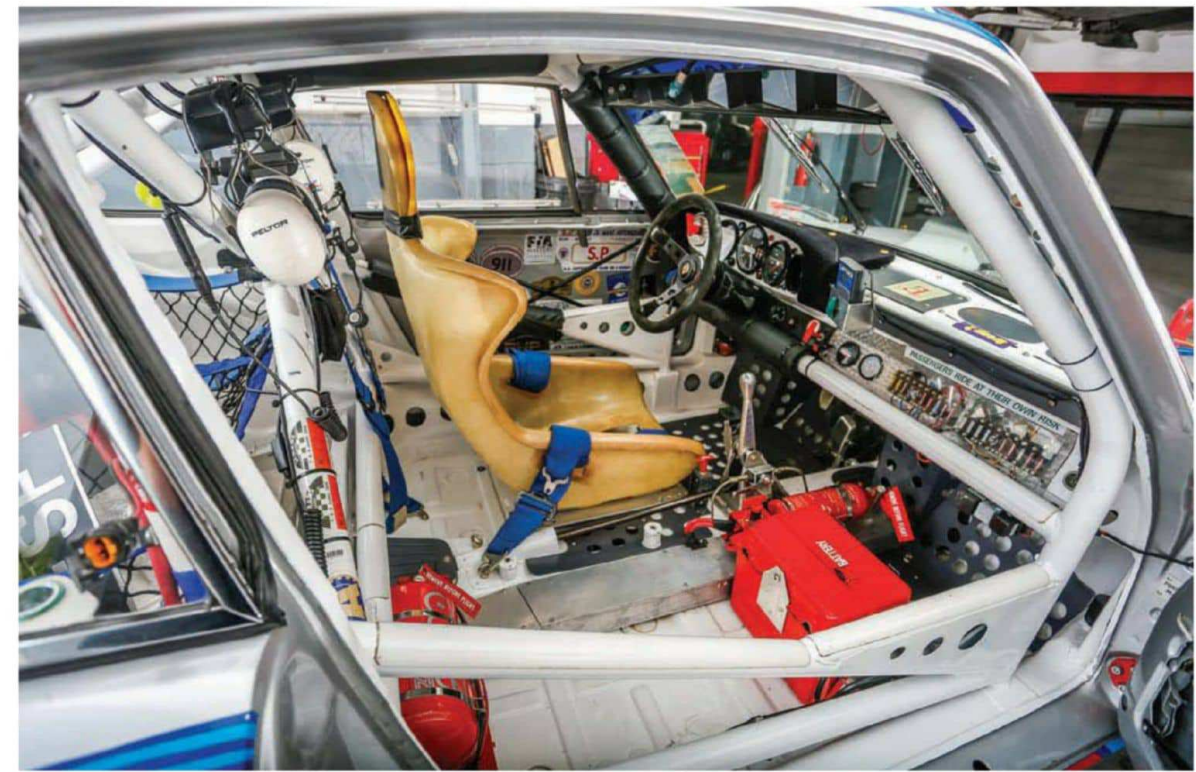
experience that the bar is set so high at Project Nine Engineering. Bringing world-class Porsche excellence in workmanship to this independent Porsche garage, Cliff ensures that the culture at Project Nine

independent Porsche garage in Kent for 15 years before he decided to branch out on his own and open the doors at Project Nine Engineering. With extensive experience repairing and maintaining Porsches for a

“It's clear that Cliff enjoys tuning, modification and race support work”

Engineering is one of excellence, great customer service, quality of workmanship and professionalism. Cliff honed his skills as a workshop manager and head technician at a leading

national racing team it's fair to say that Cliff knows his way around a race car and, as we discussed some of the cars in the workshop, it's clear that he really enjoys tuning, modification and race support work.





As with most independent Porsche specialists, it's all about variety and a knowledge of models covering air-cooled and water-cooled

Cliff has experience of working on several vintage Porsche cars and has completely restored racing classics such as the Martini Carrera 911 RSR (shown on these pages) and a track-prepped Porsche 959.

equally at home diagnosing running issues or replacing brake pads etc.

Project Nine Engineering has a fully equipped state of the art workshop kitted out with all the tools and specialist

parts. Quality parts fitted by experienced Porsche technicians – that's what it's all about.

When we visited, there were a number of cars booked in for jobs ranging from air-con condensor replacement through to a full engine overhaul. The workshop is a credit to Cliff's professionalism and is little short of spotless throughout. Clutter free and designed to handle a well-planned workflow system, every lift and bay was busy... intercooler replacement, diagnostics/fault-finding, brake discs and pads – just a typical day at Project Nine.

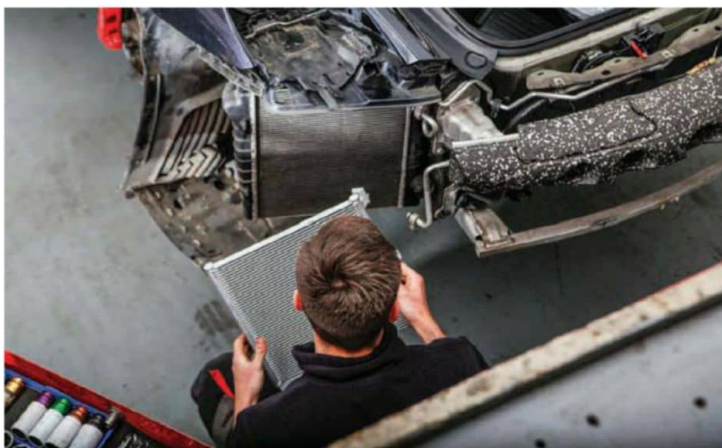
There were also a couple of more specialist vehicles in the shop including a street-driven Lola (because Cliff's reputation regarding all things race-related extends beyond the Porsche scene), which had just

A 997 on the ramp receiving a new air-con condensor. Pretty much a consumable in the world of modern Porsche maintenance

“Quality parts fitted by experienced Porsche technicians”

Of course, race cars are great fun, but the day to day operations typically involves servicing, repair and maintenance of more regular, road-going models. Engines and transmissions are certainly something of a speciality, however Cliff and the team are

equipment needed to undertake practically any and every job imaginable. Working with genuine Porsche parts and top quality items from reputable suppliers, Cliff and his team do their utmost to ensure that your Porsche will not be let down by inferior replacement



Right: That's Natacha. She's your first point of contact at Project Nine.
Middle: 2-litre motor from RSR racer. Note the trick intakes, designed and built by Cliff. Far right: The boss, Cliff Lowe



received a fresh clutch and full service (the quad Weber 481DAs looked the part sat atop the V8 engine!).

The other car that we simply had to take a closer look at was a race-themed Martini RSR, which Cliff had helped to build and has maintained for the customer ever since. As you'll see in the photographs, this one is built specifically for the track and has been raced across Europe in the past. It started

life as a 912 but now runs a modified 2-litre unit with cams and a twin-spark conversion etc. Note also the custom airbox system, which was designed and built by Cliff. This channels fresh air directly from the vents in the rear window and helps to keep the motor on song, especially at high rpm/speed. When we arrived Cliff had just removed the motor and transferred it via the lift to the engine room on the mezzanine

where he was about to tear it down for an inspection and freshen up. One day it's a modified classic 2-litre and the next day it might be a stock 997 rebuild – Cliff takes it all in his stride.

In short, if you simply want your 911 servicing or perhaps require a complete restoration of your 930 Turbo, 944, 964, 993 or 912, you can rest assured that Project Nine can help you out. **PW**



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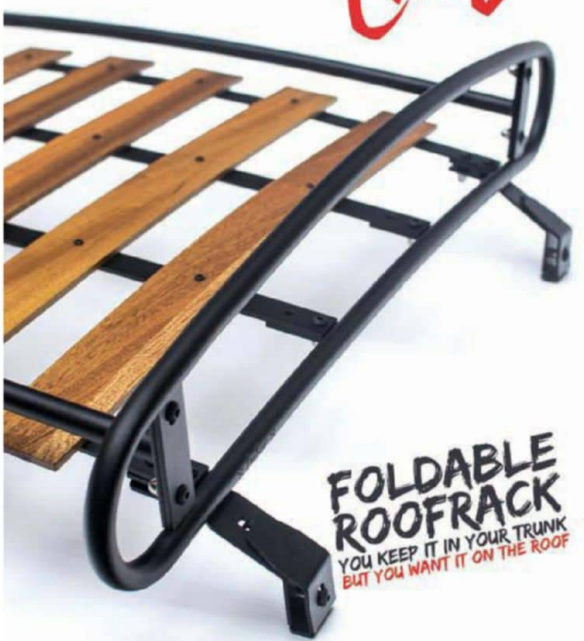


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TECH: PROJECTS

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THE TEAM

STEVE BENNETT

996 C2

With no looming big bills or serious work, I'm free to enjoy the drive. Of course there's a few bits 'n' bobs that need sorting. The air con has clearly got a leak and the radio has decided to stop working.

KEITH SEUME

914

At the time of writing, the car is now registered, but that's a tale for next time. Meanwhile, I've been collecting parts for a five-lug conversion and getting to know my new toy. I love 914s and the way they handle!

CHRIS HORTON

924S, 944

The disgraceful torn and frayed original seats have been replaced by a pair of much better pews from Augment Automotive. In replacing them, I discovered riser blocks on the driver's seat, too.

PETER SIMPSON

356C, 3.4, 2.7, GARAGE

The garage has moved forward. Floor/walls have had a coat of paint, no roof still though, but it's been approved, so is on its way! The garage door has arrived so I suppose I could fit that and have a big sunroof!

BRETT FRASER

BOXSTER 986 3.2S

That small bit of triangular headlight trim, that Porsche demands £45 for is still on the to do list and, outrageous as it might be, I can't live with the uncared for look. And then there's the hood replacement...

JOHNNY TIPLER

BOXSTER 986 3.2S

As I scribble this, the Boxster is at Porscheshop having sporty Racetech seats fitted and equally sporty MO30 suspension. Can't wait to try that combo. Recent work also includes rear discs.

JEREMY LAIRD

BOXSTER 987 3.2 S

At last, nirvana in the form of fault free motoring of a second hand Porsche. Well, apart from the oozing RMS, groaning aircon compressor and leaky exhaust. Still, at least summer is here.

CHRISTMAS IS HERE!

As excited as a kid on Christmas day, Keith Seume finally gets his hands on his latest toy: a 1975 Porsche 914. But would it prove to be as good as it looked in the photos?



KEITH SEUME

914/4

Occupation: Editor, *Classic Porsche*
Previous Porsches: 914/6; '74 Carrera 2.7; 912; 928; 912/6; Junior tractor
Current Porsches: 1975 914/4
Mods/options: Nothing yet, but five-lug conversion is in the pipeline...
Contact: classicporsche@chpltd.com
This month: Importing from USA, MOT and trying to get the car registered...

All loaded up and ready for the trip to its new home in Cornwall. 914s are wide cars and it only just fitted on the trailer – the same one I'd used to collect my former 912 project several years ago!

The excitement began when Kingstown Shipping – or rather their agents in the USA – sent an e-mail telling me that my new car had been 'containerised' (posh word for 'locked in a metal box'...) and was due to leave the USA late in February. In fact, there was a delay of a couple of weeks, but the fun bit was learning the name of the vessel and the container's unique serial number. Both pieces of information allowed me to do real-time tracking, showing the progress of the container ship (quaintly named 'Ever Lucky!') as it chugged down America's eastern seaboard to Charleston, South Carolina, and then back across the Atlantic to Southampton.

Before I go any further, I will tell you a faintly amusing story about paying for the car. Well, maybe not really amusing but in some ways reassuring – but still quite funny in retrospect. After e-mailing the owner and agreeing a deal on the 914, I logged onto my bank account and sent him \$500 as a gesture of intent. No problem. A few days later, I went to forward the remaining amount. The

transaction wouldn't go through. I tried again a few minutes later, with the same result. OK, let's ring the bank and find out why?

'I see you've been trying to send \$18,000 to an account in America. Can I ask what this is for?' To buy a car – an old Porsche. 'Have you seen the car, sir?' Well, no, I haven't, but I've seen photographs. 'How did you know about the car?' Ummm, on an internet forum. 'Have you met the owner?' Well, er, no... 'You do realise, sir, that there are a lot of scams on the internet at present. If you decide to go ahead with the transaction, you will have no comeback if the deal proves fraudulent.' I, er, am happy to go ahead... 'As long as you're sure, sir.'

The bank was doing its duty, trying to protect a fool and his money from being parted, but there was nothing that was going to stop me from getting my hands on the Nepal Orange 914 I'd fallen for. Sometimes you just have to go with your gut instinct, right? I'm currently in negotiation to buy some prime arable farmland in the Antarctic...

A few days after leaving Charleston, the ship docked at Southampton and I had a



Parked outside the house and I couldn't resist looking at the car from all angles. First impressions were very good, but time will tell if I did the right thing buying blind from the USA...



The first sight of the car in real life was in the customs compound at Southampton docks. From a distance it looked very shiny...

frustrating three or four days waiting for the e-mail telling me that I could go and collect it, once I paid the final bill for shipping and customs charges. On the latter, there was no import duty (it is, after all, a car built in Germany) and reduced rate VAT (5 per cent, due to the vehicle's historic status). In total, shipping, with costs, came out at under £1500, meaning the car ended up costing me about £15,700 all in.

Once it was cleared for collection, I borrowed a trailer and headed to Southampton to catch sight of my new toy for the very first time. This was the seventh time I'd imported a car from the USA, but the first time I'd ever done it blind. Was I going to be disappointed? Let's put it this way: I was in a far better frame of mind when I spotted the 914 in the shipping yard than the new owner of an E-type Jaguar restoration project who'd come to collect his eBay purchase. I'd always been under the impression that E-types were meant to have floors and sills. This one didn't...

At first glance, the 914 looked good – very good. The paintwork was better than expected, and there were no dents or dings anywhere. The interior was as good as I had hoped, although the hastily repaired seats would need sorting. But I already knew that. Hooking up the battery and a set of jump leads, the engine fired up and I was able to back the car onto the trailer, ready for its trip back to Cornwall. By now, I was grinning like a Cheshire cat.

Once home, I unloaded the car outside the front door and spent the next few hours looking at it from all angles – as you do. I sat in it, started it, checked it had all five gears (and reverse...), got out, looked at it again from all angles and smiled some more. I just hoped it would be as good underneath as it was on top.

Over the next few days, I checked over the car in more detail. There was a lot of up and down play in the steering column, the taped-up seats didn't really do it for me, and the throttle linkage was very heavy. The notorious 'hell hole' looked sound, as did the inner and outer sills. Under the front and rear lids, the paintwork was generally very clean, although the spare wheel had rubbed through the paint, leading to a bit of surface rust.

The engine was very clean – but then, it had covered less than 1000 miles since being rebuilt – and what other mechanical bits and pieces I could see seemed in good order. I'll need to replace the majority of the roof seals, though, as they had hardened and split with age, but I'd expected that to be the case.

So, where to start? I decided to have the car MOT'd, even though it didn't actually need it due to its age, as I believed it would help speed up the registration process (around one in five cars are 'pulled' for examination by DVLA to check their historic credentials, leading to a delay in being issued a UK registration number). That meant I needed to swap the headlights for left-dipping units (a cheap conversion as they are regular 7-inch sealed beam units), and sort out the red rear turn signals and US-style front marker lights.

The all-red rear light lenses look great and are in good condition, so I decided to try a little trick I'd discovered on line, which is to install hi-intensity LED amber bulbs in the indicators – these are bright enough to show amber through the red lenses and work a treat. At the front, I had to swap some wiring and install a new bulb holder in the side-light/indicator units, along with new Euro-spec lenses I'd bought at the Retro Classics show, so that I now had separate white side lights and amber flashing indicators.

The windscreen washers refused to work

(they run, Beetle-fashion, using pressure from the spare tyre), so I decided to convert them to electric, using a column switch conversion purchased through a DDK forum group buy and an eBay-sourced pump. That was simple enough, but while I had the column apart, I decided I'd tackle the cause of the excessive play in the steering column.

On a 911, this is often due to the spring and collar behind the steering wheel hub being incorrectly fitted, but the 914 is different as it uses a VW column (well, the four-cylinder cars do – 914/6s use a 911 column). The play is usually caused by the disintegration of a bearing at the top of the column, and which looks to be a pain to replace. But help is at hand, courtesy of the Porsche 928 – yes, really.

Porsche made a split metal collar which slips over the column and is tapped into place to 'repair' the broken bearing. It carries a 928 part number and installation solves the problem in a matter of minutes. I got mine from Design 911.

And so to the MOT... I dropped the car over at Williams-Crawford, who are about 25 miles from me, and left it there while I disappeared off on a photoshoot. On my return, I was delighted – a little amazed – to learn the 914 had passed first time, the only advisories being a split windscreen wiper blade and poorly-aligned headlights. Result!

Next stop: getting the car registered. That should be easy, right? After all, I had an MOT, insurance cover (done on the chassis number through Hagerty), proof of customs charges being paid in the form of a NOVA certificate and the original US title to prove the age of the vehicle. I filled in the forms I'd already got from DVLA and sent everything off, along with a cheque for £55 to cover the first registration fee. What could possibly go wrong? **PW**



OUT OF SIGHT, OUT OF MIND

Lurking in the bowels of the Boxster's engine bay, heat sensors have a tough time. And, as Johnny Tipler discovered, they wore out and needed replacing



JOHNNY TIPLER BOXSTER S

Occupation: Freelance writer, author
Previous Porsches: Carrera 3.2, 964 C2, 996 C2, 986 Boxster S
Current Porsches: Boxster S
Mods/options: Modified induction set up/K&N filters, remapped ECU, Cargraphic exhaust, Group 4 Fuchs replica wheels
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This month: Oxygen sensors and new brake discs

We're still loving the retro Etna blue and equally retro Group 4 Fuchs wheel look

Tricky things, oxygen sensors. They live in the grubbier regions of the engine compartment where they endure severe temperature changes, yet all the time monitoring the oxygen content of the exhaust gasses so the injection system works accurately. Before you glaze over – and I nearly have – I'll just recommend Wayne Dempsey's book, "101 Performance Projects for your Boxster," because he describes the O2 sensor thing way more succinctly than I could manage. Anyway, bear with.

Blame my incorrigible penchant for high speed and raucous volumes. You might recall that I sourced a new set of serpentine manifolds and cat by-pass pipes from Porscheshop last year, and had them fitted by Mike Roberts at my new go-to tech shop, Trofeo Garage at nearby Holt. In the process he installed a fresh pair of sensors upstream, but the downstream pair seemed OK so we let them be. But they weren't, as I discovered when the dashboard alarm flashed up, exhorting me to "Drive to garage" for "Engine check." I popped in to Trofeo, where Mike waved his magic wand – AKA his diagnostic computer – and, hey presto, the warning light was banished. Temporarily, as it turned out. A couple of longish drives intervened, one to Williams-Crawford at Saltash, and one to Abbeville where the Boxster served as camera car so Snapper Fraser could snap the 930s' on-track action from the open cockpit (boxspit?). At no time on these journeys did the warning light reappear – until, that is, I

called at the M20's enigmatically-signed "Port Early Arrivals" service area to fuel up. Evidently, it didn't like a warm engine being switched off and then fired up again in quick succession, because on it came again.

Other issues had raised their heads, meanwhile, necessitating another visit to Trofeo.

Mike had ordered up fresh sensors, but fitting them wasn't that straightforward. No problem accessing the exhaust pipes in which they live, but getting the pipes off required an effort of Herculean proportions – three strong men and the application of a crowbar and a blast of heat. And then unscrewing the recalcitrant elderly sensors demanded a doughty wrist action. It's not as if the exhaust pipes had been undisturbed for a long time: the four-branch manifolds and rear pipes are less than a year old. Anyway, the new sensors were easily screwed into place, their attendant cables cropped, and the tubes bolted back in situ. And, praise be, the engine warning light is banished.

It's not only on desert islands where old discs are played out: my Boxster's rear brake pads have been similarly subjected to the excruciating agony of rotating antique grooves. Trouble was, the discs were so warped they were doing The Twist. All I can say is that, under heavy braking, it felt like this particular desert island had one hell of a rocky shore line. Time for a Trofeo tryst. Off came the Group 4 Fuchs reps, and in almost the blink of an eye, Mike had the battered old discs on the floor, and the fresh ones almost gleaming with

enthusiasm as they waited to be deployed on the rear hubs. The upshot is that I have waved farewell to the desert island and the Boxster is skimming the waves like a regular Beach Boy.

Now, those fabulous Fuchs fakes; they sure do look the part, and I love the ambiguous classic look they endow the Boxster with. But. Up around the legal limit, they'd developed a tendency to shake, declaring an imbalance was going on. Fair enough, up to that point you could live with the judder, and in excess of the limit it abated. The Continental ContiSports are not that old, so not the culprits, but, in any case, it was obvious that a rebalance was in order. The centre caps, also sourced at Porscheshop, have a nice coloured Porsche crest, and complement the Fuchs style nicely, but there is a time element involved in popping them out, as they are each secured within the wheel centre hole by a quartet of Allen screws. The balancing machines revealed that all four wheels were out of balance, one rear particularly so, but now I'm back on the road with a sweet handling car once again.

So, what's next on the agenda? Well, we are booked in at Porscheshop for a couple of days to have a new pair of seats fitted. Not that there is anything the slightest bit wrong with the existing terra-cotta ones; blame Richard Williams at Williams-Crawford. On our recent mission to their Saltash base to sample the range of Porsche automatic gearboxes, Richard motioned me to check out his red 986 S. He waxed lyrical about its low-slung stance,



Above: The rear discs were warped and rather overdue a change. Below: Oxygen sensors proved a tricky job for the team at Trofeo Cars. And that's Mrs T modelling her nifty new 930 Turbo 'hoodie'!

which was indicative of an MO30 suspension set-up, and I made that pouting, side-to-side head gesture: OK, but mine works perfectly well with KW lowering springs and standard dampers, thanks. He trackdays his car, so perhaps there is a point to having the full system installed. 'But look in the cabin,' he says. And there they are, a feast of the eyes – make that 'backside', posturally-speaking: a pair of

special Recaro Pole Position chairs. I eased into the driver's side, and instantly felt right at home. It was a momentary thing, and I didn't dwell on the subject any more at the time. But, over the ensuing weeks, the prospect of rendering my Boxster even more 'hard-core' – in the words of The Dear Leader – grew more attractive.

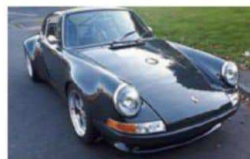
So, long story short, it's booked into Porscheshop for a full MO30 suspension

makeover, plus fitting a pair of bum clenching RaceTech RT4000W Club Sport seats. Why RaceTech? Well, I'm advised that they now officially supply Porsche Motorsport at Weissach, with seats for the works motorsport 991 RSR and GT3 Rs, in both customer and factory race cars. So, as well as a slight ergonomic benefit in the Boxster, it'll seem like I'm going faster, too. Well, that's the theory. **PW**



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TECH: PROJECTS

SITTING PRETTY – OR PRETTIER, ANYWAY

The front seats in Horton's 924S were – and had been since he bought the car – an utter mess. But a visit to a Porsche specialist for a how-to story unexpectedly brought the opportunity to buy a pair of used 'Logo'-trimmed items, and within 24 hours the cabin – and the car itself, come to that – had been transformed. Prepare to be amazed



CHRIS
HORTON

924S, 944

Occupation
Consultant editor,
911 & Porsche
World

**Previous
Porsches** 924S
**Current
Porsches**

**924S, 944
Mods/options**
The only significant
change is the
924S's later 944
wheels: same tel-
dial pattern, but
wider, and with a
slightly different
offset – and much
better looking

Contact
porscheman1956
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This month
Fitting two Logo-
trimmed seats that
unexpectedly came
my way, plus an
on-going odometer
problem

Hold the front page. Hang out the flags. Call CNN... Project 924S has two new front seats. I say 'new', but what I mean, of course, is seats that are slightly less old than before. And considerably less mangled than their predecessors, which were, quite frankly, a disgrace to the craft of upholstery. And certainly no advertisement for Porsche trimming of the 1980s. It is only now, having sat on a squab and a backrest that don't have great chasms in the foam inside them, almost deep enough to fall into – and certainly deep enough to make exiting the car surprisingly difficult – that I realise just how appallingly bad they had become. (And let the record show that they were like that even when I bought the car, way back in January 2012.)

This sudden transformation came about from my first, fact-finding mission to Augment Automotive in Gloucestershire a few weeks ago, and which subsequently resulted in this month's how-to story on transaxle-car torque-tube overhaul. The company runs a modest dismantling division (mindful of the obvious dangers of stripping so many viable vehicles as to reduce the overall 'parc', and thus its potential customer base), and technician Chris Holford quickly spotted that the 924S was lamentably deficient in arguably one of the most significant interfaces there is between driver and chassis.

'I think we've got some quite nice Porsche Logo seats upstairs in the stores,' he suggested cheerfully. 'They're dark blue, rather than the [black] pinstripe you have at the moment, but I think they would look pretty good with that body colour, and the rest of the interior. Would you like to see them?'

Well, yes, I would. In truth, they turned out to be not quite as clean as I might have hoped – seriously, how do you achieve stain patterns like that...? – and the driver's side has a small tear in the vinyl on the right-hand backrest bolster. And, although certainly priced fairly, they weren't exactly inexpensive, either. But I probably wasn't going to find anything better – or cheaper – any time soon.

At least the basic foam structures seemed to be intact, though, and they will make a far better basis for any future restoration than the remnants of the original pinstripe jobs.

Fast-forward a few weeks, to early May, and I am back at Augment Automotive in my Mercedes van – in part to photograph and to research the aforementioned how-to feature; see pages 88–91 of this edition – but also to collect my new seats. (And, as it happened, some P6 Rover parts that proprietor David Barker had going spare, and even a brand-new old-stock steering rack for my left-hand-drive 944. But that's another story.)

The following morning, brimming with enthusiasm – and the inevitable need to shift the replacement seats from the back of the van in order to cart some other stuff around – I set to with first my Henry vacuum, and then some supposedly weapons-grade fabric cleaner. Neither made a huge amount of difference, to be honest, but it made me feel a bit better about the seats; that I might have neutralised at least some of the, er, DNA previously imprinted upon the fabric. And naturally they smelled a whole lot better, too.

Next job was to remove the old seats from the car. Both have been out at least once before during my ownership, and so I knew that a previous owner must have had trouble with the M6 captive nuts for the front securing screws on the driver's side. There is the tell-tale sign of some not overly expert welding around them, and so I am always very careful correctly to align and then to insert all four screws before even attempting to tighten any one of them. I really don't want to risk stripping the threads until I am in a position to carry out a full and proper repair.

It soon became apparent that the runner mechanisms on my old seats were in far better shape than those on the Logo items, so I decided to change those over, too. And from this came the slightly surprising discovery that, despite the already famously compromised driving position of the 924S and so-called square-dashboard early 944, the right-hand seat had actually been raised slightly, by the addition of four aluminium

blocks between the runners and the base of the seat proper. One of the previous owners must have been somewhat short in stature.

The blocks, as you will see, are far too well made to have been knocked up in some enthusiast's garage, and even had longer-than-standard cap-head securing screws, so I presume they were a dealer-fit option of the period, or perhaps even installed at the factory. Either way, I had always subconsciously felt that the seat was way too high, and so was happy to discover why, and for obvious reasons to place the blocks in the car's 'originality' box. Well, you never know. One day people might be into matching-numbers transaxle Porsches, and willing to pay stupid money for them.

Then I had another brainwave. (I was on a roll that morning.) Unsurprisingly, the new passenger seat was the (slightly) better and cleaner of the two, and certainly the one that I would prefer to sit on. I wondered, then, apart from obviously placing both the backrest adjuster and release lever on the 'wrong' side, whether there was any reason why I couldn't fit that one on the driver's side of the car, and vice versa? Answer: no, apparently not. In ergonomic terms it's a bit of a disaster, yes, and in a modern daily driver would be completely unacceptable. But by and large it's only ever me sitting in the 924S, and certainly only me that drives it, so once I had found the optimum adjustment that's how it would stay from one month to the next.

So far, so good. There was just enough space for the backrest adjuster wheel to clear the side of the transmission tunnel, with the seat-belt stalk tucked quite neatly in front of it. (Oddly, though, the left-hand seat was a bit more of a struggle, requiring some care and effort to get the seat-belt link in the right place and then insert those four securing screws.) Adjusting the angle of the backrest is thus rather awkward, too, but as I say, that's not really a problem given my relatively infrequent usage of the car. Likewise the catches that allow the backrest to tilt forward, now facing each other on the inside of each seat: harder to reach from outside, of course – which I

Odometer fault (opposite page) found to be – as is often the case in these units – due to the tiny red gear wheel moving out of mesh with the white nylon worm gear. Speedometer specialist Julian Reap repaired it by gently pushing the shaft back through the cluster of counter wheels, but sadly the fix lasted for only a short time, so further investigation will be needed. It's a very common problem with these devices. Julian has a low-tech but none the less ingenious – and skilled – method for removing and refitting the bezel securing instrument's protective plastic cover. Best not to try at home... Collateral damage was this spring (far right), which fell out of the windshield wiper stalk switch while that was being refitted to car, thanks to retaining washer becoming detached. Best option is going to be a second-hand switch, but the old one still works, albeit with a little too much sensitivity for the washer function



'Logo' seats not the best, but not ripped like the originals. Driver's is the poorer of the two, so that is now on passenger side, and vice versa. Adjustment is slightly awkward, but rarely needed given usage of the car. Aluminium blocks under old driver's seat look like Porsche parts

seldom needed to do anyway – but actually quite a lot easier when one is sitting in the driving seat, and needs to grab something on the left-hand rear seat.

In other 924S news: last autumn Julian Reap at Reap Automotive in Harrow very kindly had a look at the non-functioning odometer, and seemingly got it working perfectly. Such is clearly the poor design and/or manufacture of these units, however, that within just a few miles of my refitting it the wretched thing had stopped functioning again

– as he had warned me it might. Just one of those little luxuries I shall have to live without – and the speedo still works, albeit slightly jerkily, so that's the main thing. Likewise the radio. I suggested a while back that I was going to try using a stick-on after-market aerial tucked inside the sunroof (which again I never use), but that proved less than successful. And since, by and large, the airwaves are full of utter crap these days, I think I'll simply shelve that project, too.

Oh, and there was briefly a bit of a

headlight issue, when for no obvious reason neither unit switched on when required. Fantastic. Just what you want late on a January afternoon. The obvious culprit in such a situation would be the fuse, or perhaps the relay, but the former was intact, and playing about with a couple of the latter made absolutely no difference, either. But then, just as suddenly, the lights started working again, and have consistently done so ever since. And when it comes to electrics, if it ain't broke, you can't fix it, can you? **PW**





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IRON MAN

I had a fascinating meeting with Duncan Andrews at Westwood Cylinder Liners Ltd a few weeks ago. Based in Droitwich, Worcestershire, the company can trace its origins back as far as the 1930s, when Duncan's great-grandfather, Billy Andrews, started rebuilding aircraft engines, and in its current form was established in 1996 by Duncan's late father, Paul. It has since grown to become a major global player in the manufacture and supply of – as you can probably guess – engine cylinder liners.

Whether by application – from AC to Yamaha, or from Bentley to Koenigsegg – by dimensions, or from an ever-increasing number of individual bespoke designs commissioned by car and motorcycle customers old and new, Westwood's repair and overhaul range now encompasses just about any requirement you could think of. And today the company also supplies liners to a number of high-profile car and engine manufacturers for use in their own brand-new vehicles. I could tell you which, of course, but then I would have to kill you...

Significantly, the material used is basically good, old-fashioned cast iron. On the face of it rather low-tech against Porsche's (and others') arguably over-complicated Alusil, perhaps, but with a reliability record second to none. Specifically, Westwood uses either centrifugally spun cast iron or, for high-performance and motorsport applications, what is known as ductile iron. The latter is three times stronger than the standard material, says Duncan, and as such exceptionally good for high-power and turbocharged applications. It is also especially suitable for so-called wet liners, which in the standard material are subject to distortion and/or splitting. You can see where this is heading, can't you?

It's no surprise, then, that Duncan – himself a Porsche owner – has for some years taken a keen interest in the travails of Stuttgart's water-cooled flat-sixes. Or that he has applied the same down-to-earth, no-nonsense logic to their now well-known

problems as in the countless previous engines he has come across. (And it is by no means just Porsche units that can fail and/or wear out, as that broad product catalogue surely testifies.)

I asked Duncan what he considered to be the cause of all these M96 and M97 meltdowns, and in particular the dreaded cylinder-bore scoring in the later iterations. 'I have absolutely no idea,' was his disarmingly candid response. 'But what I do know is that by fitting a set of our ductile iron liners we can largely eliminate any future problems of that nature.'

'It's the same for the so-called "D"-chunking, where the top of the standard Porsche cylinder fatigue-fractures and splits – as had happened in the engine you showed in your *Technical Topics* column a month or two ago. Certainly, our cylinders have no additional support at the top, where they meet the cylinder head – like the closed-deck construction that Porsche eventually adopted for the 991, of course – but again we believe that the inherent additional strength of our material more than covers that requirement.'

'I campaign a 2006-model Cayman, with a set of our 100mm cylinder liners for a capacity of 3.9 litres, in the Porsche Club GB's hillclimb championship, and I have never experienced a problem. Likewise, since launching them in 2013 we have supplied literally thousands of liners of varying types to Porsche specialists all over the United Kingdom – and the rest of the world.'

Details of the Westwood range for Porsche engines are on the relevant pages of the company's informative website (go to westwoodcylinderliners.co.uk), but in summary it begins with 96.0mm bore ductile repair liners for the 996 – for a capacity of 3.6 litres – and similar 99.0mm bore items for the 3.8-litre 997.

Also available are rings for the standard Porsche pistons in the 2.5-, 2.7-, 3.2-, 3.4-, 3.6- and 3.8-litre engines, and now, no less encouragingly, previously unavailable undersize

crankshaft bearings, for the first time allowing the bottom end of the engine to be thoroughly overhauled, too. (And such bearing problems are by no means unknown.) Co-incidentally, the first batch of these arrived from the German manufacturer on the morning of my visit. 'This means, of course, that crankshafts that previously would have been considered beyond repair can now be reground and used again,' says Duncan.

There is also a big-bore conversion from 3.7 litres to 3.9, and even a replacement 104.0mm 'wet' liner for the 3.0-litre 944S2, to give that popular unit scope for repair if required. From this it follows that the other four-cylinder transaxle cars and the V8-engined 928 can be repaired just as easily when necessary – and the later V6s and particularly V8s in both the Cayenne and Panamera will surely not be too far behind. (And I am quite taken by the idea of a big-bore conversion for my alloy-block P6 Rover V8.)

A set of ductile liners for either a 3.6-litre or 3.8-litre flat-six costs £645 plus VAT. Typically, a good machine shop will charge around £1000 plus VAT to fit them – excluding the cost of stripping and then reassembling the engine, plus supplying all the other parts that are bound to be required. Still not what you could call an inexpensive exercise, then, but rather less than the other available routes, and with what has to be the benefit of a material that has proved its reliability and longevity since the very early days of the internal-combustion engine.

We are certainly prepared to consider its many advantages, such that I have persuaded my friend and colleague Robin McKenzie at Auto Umbau to put his money where my mouth is, so to speak. Robin himself owns a 2005-model 3.8-litre 997 Carrera 'S', whose engine, suffering from the inevitable bore-scoring, is now in bits in his workshop. By the time you read this, I hope, he will have bought a set of Westwood liners, pistons, rings and bearings, and at the recommendation of Sid Malik at Porsche-Torque in

Uxbridge – another keen proponent of Westwood's approach – they will be on their way to Serdi, also in Uxbridge, for machining.

More on all this as the story unfolds. And I, for one, can barely wait. That V8-engined P6 Rover apart, several of my cars have

cast-iron cylinder blocks, and a total combined mileage approaching one million, and much as I applaud originality, were I lucky enough to be buying a water-cooled flat-six Porsche any time soon then I think my first move would be to budget for a full Westwood conversion.



Westwood's cylinder liners are precisely that: cast-iron sleeves that fit precisely inside the existing cylinders (top), the latter obviously first machined to suit. Note machined cut-outs for connecting-rod clearance, fitting gudgeon pins etc. Thus can relatively simple bore-scoring be eliminated, but also available are complete replacement cylinders to deal with original Porsche bores that have collapsed completely. Latest lines from the company are these Mahle pistons and rings (middle), and now – depending on how you interpret the term – oversize or undersize main and big-end bearings (above). Either way, for the first time these components allow worn crankshafts – another not uncommon problem in these water-cooled engines – to be reclaimed rather than discarded

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SENSE AND SENSIBILITY

If, like me, you enjoyed the BBC's comedy series *The Fast Show*, you will probably remember the wonderful 'Jesse' character: a scruffy, tramp-like individual who briefly emerges from his dilapidated shed to pronounce – in a classic, *Archers*-style country brogue – on his current diet or fashion choice, or something equally random. 'This week, Oi 'ave mostly been eating roasted chickens.' Or this gem, perhaps: 'This week Oi 'ave mostly been wearing Dolce & Gabbana.'

Well, this week – or this month, actually – I have mostly been having trouble with Porsche speed and reference sensors. Those are the two identical devices that, as their names suggest, tell the engine's ECU how fast the crankshaft is rotating, and also when each piston is approaching top dead centre on the compression stroke. And without which information there is not going to be a lot going on inside the combustion chambers any time soon. (Technically they are known as Hall sensors. Have a look at Wikipedia for a full explanation; not enough space here!)

I won't bore you with the details. Or not yet, anyway. Suffice it to say that the car in question is my old red 924S, which after several years moribund in Scotland is now in the hands of my godson, Simon, in Northamptonshire, and resolutely refuses either to start reliably or to run properly. Having exhausted all the usual lines of enquiry, and having temporarily borrowed from my mechanically identical Stone Grey car all the likely suspect components (ECU, DME relay, ignition coil and leads, airflow meter, and even the fuel pressure regulators), at my suggestion Simon bought and fitted two new sensors.

I had warned him about the problems I experienced many

years ago extracting the same devices from my 944, when that suddenly and mysteriously refused to start, resulting in my unavoidably destroying not just the sensors but also their light-alloy mounting bracket. I had also warned him about the need to reset the (adjustable) bracket – if he had disturbed it, of course – such that the business end of the reference sensor (that's the front one) would end up precisely 0.8mm from the flywheel.

Luckily, Simon's two sensors came out easily enough (must have been the carefully applied grease on them from when I changed the engine, way back in 2007...), so all he had to do was to slide the new ones straight into place, and connect them at the bracket on the rear end of the camshaft housing. Even so, it seemed a timely opportunity to pass on the crucial adjustment technique to the next generation of 911 & Porsche World readers.

Ideally you will be using the correct Porsche setting tool, essentially a replica sensor, but 0.8mm longer than standard. Out here in the real world, however, the widely accepted method is to use an old sensor, to the end of which you have Superglued a 0.8mm thick washer. Secure it in the relevant hole in the bracket, pivot that on its securing screw until the sensor is felt to touch the flywheel, tighten the screw, and that's that. Remove the sensor and its washer, replace it with your brand-new one, and bingo, you will have the required 0.8mm air gap. (I had to use a new sensor when I tackled the 944, hoping that the glue I used to hold the washer would keep it in place during the setting process, but would also allow me easily to remove the washer when I had done it. Luckily, it worked.)

Quite by chance, it was at around this time that I spotted a Facebook post by US 944

enthusiast Dave Gundersen, about the 3D-printed reference-sensor height-setting tool he has started making in necessarily small batches, and with his kind permission I have borrowed a photograph. These things are just too useful, and too clever, not to give them exposure to a much broader audience.

Essentially, it's a plastic rod of the correct diameter to fit within the Porsche mounting bracket, but again with the vital additional 0.8mm in length built in. Simply drop it into the bracket and secure it with its cap-head screw. Fit and gently press down the bracket until the tool touches the flywheel, tighten the pivot screw, and your gap is automatically set. No washer to find, or to fall into the clutch housing. Job done.

It's not expensive, either. Dave currently sells the tool in the US alone for just \$25 including shipping, but tells me that if sufficient interest is generated by this story he will consider offering it to overseas customers – and it can also be used to set the single sensor fitted to the 911 Carrera 3.2. So you know what to do. Search Dave Gundersen on Facebook – he's the one from Clinton, Connecticut – and/or e-mail him at nfsdave@comcast.net.

As for that recalcitrant 924S, well, the jury is still out on that one. I think it could be something to do with the ignition switch – as you release the key from the 'start' position the engine coughs, and there is a momentarily fatter spark at the plug(s) – but several well-qualified experts are suggesting it could be something to do with the grub screw that triggers the reference sensor. That might even have fallen out.

More on all this in due course. But in the meantime, if you are doing any similar work on your own car, then

do us all a favour and order one of those tools, so that Dave Gundersen is persuaded to produce them on a slightly larger scale. It will surely pay for itself the first time you use it.

Stop press: I hear from Simon that at my suggestion he removed and dismantled

the ignition lock, and found a small crack in the plastic that forms part of the switch mechanism. Another one will be on order as soon as we find a reliable supplier, so fingers crossed. The car has been dead for five years, so another few weeks won't make much difference... **PW**



3D-printed tool (top) is a quick and easy way of achieving the required 0.8mm air gap between the business ends of the speed and reference sensors and the flywheel. Mysterious non-start for 924S possibly due to cracked ignition switch (above) – but then sometimes it will start and run (very) badly. More in due course...



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BUYERS' GUIDE

PORSCHE 924/924S 1975–1985

Had we been publishing a Buyers' Guide on the 924 five years ago we'd have reported that this front-engine coupe, its design originally intended as a Volkswagen, was the absolute bottom of the Porsche food chain; 944s and 914s were cheap, but this was even less valued. But the "transaxle" four-cylinder Porsches are now finally showing signs of being collectable, with the 924 attracting at least £10,000 if in good shape. So maybe it's time to buy one before values increase further – but what should you be looking out for?

When VW cancelled its coupe with a front engine and a gearbox within a rear-mounted transaxle for improved weight distribution it left Porsche, which had designed it, a ready-made replacement for the 914. For cost and contractual reasons the 924 was manufactured by VW in the old Audi/NSU works at Neckarsulm, Porsche buying the completed cars from VW. This explains the Transporter van engine,

the Golf front strut suspension and steering, and the VW K70 brakes.

But, importantly, it looked like a Porsche, even if completely different to the 911. The 2.0-litre, single-cam engine, canted over 30 degrees and fuelled by Bosch K-Jetronic injection gave 123bhp and 122lb ft torque, fed through a four-speed manual or three-speed automatic gearbox. It was launched in Germany in February 1975, but did not come to the UK until March 1977, by which time minor changes had been made, including a leather bound steering-wheel, herringbone seat cloth and rear fog lights.

But the process of teasing the car away from VW began in mid-1978 when the original Audi gearbox was replaced by a 911-derived unit, with first out on a left-and-back dog leg. That continued when in November of the same year the 924 Turbo was announced, a model that would not come to the UK for another 11 months. A specialised version appeared in August 1980, the 924 Carrera GT which with its 210bhp turbo engine was put on sale

to homologate a Le Mans race car, with 400 built.

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

The final development was the 924S, arriving in September 1985, and staying until early 1988. It received the "big banger" 2.5-litre four-cylinder engine from the 944 except with lower compression enabling it (like early 911s) to use "two-star", as lower octane petrol was then called. Power was 158bhp and 155lb ft torque.

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



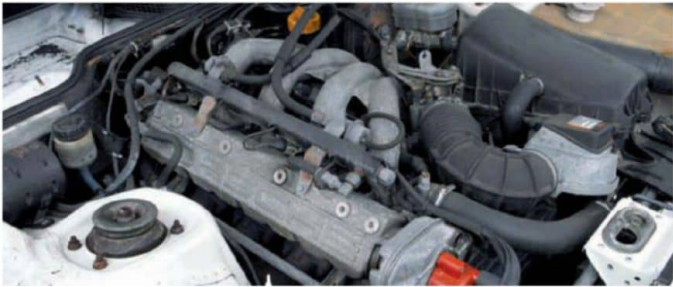
OVERVIEW

The 924 was well built, and also a simple car – at least by modern standards. The engines are durable, but there is added complexity in the rear mounted gearbox, making, for example, clutch replacement involved and expensive. Rust resistance was excellent for the time, but after more than three decades some metal will have succumbed. 'A badly rusted 924 is not worth the effort, choose a better one!' is the advice of David Barker of transaxle Porsche specialist Augment Automotive in Gloucestershire.

USEFUL TO KNOW

Augment Automotive
Well established workshop in Cinderford in Gloucestershire with a deep specialisation in four-cylinder, front-engine Porsches. Offers useful modifications for ease of ownership
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Woolies Workshop
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SPECIFICATIONS

924/924S	924 (1976–1985)	924S (1985–1988)
Engine (cyl/cc)	In-line 4/1984	In-line 4/2479
Power (bhp/rpm)	123/5800	158/5900
Torque (lb ft/rpm)	122/3500	155/4500
0–60mph (sec)	9.7	8.0
0–100mph (sec)	30.4	21.4
Max mph	126	34
Average mpg	27.8	22.6
Weight (kg)	1082	1240
Wheels	5.5Jx14-inch	6Jx15-inch
Tyres (front, rear)	165 HR14	195/65 VR15
Technical data from Porsche, performance and fuel figures from contemporary <i>Autocar</i> road tests		

THE PROBLEMS

Engine

The 2.0-litre 924 engine can easily run to high mileages. Commonly, the problems are with the injection system, particularly on a car that has been left standing for a long time, corrosion and dirt having built up in the system. It's often better on a barn find to strip and clean the system before turning the key; fuel system parts are available as new, secondhand or rebuilt with good availability.

However, on the 2.5 924S engine there are other things to check out, starting with the oil pressure. 'Look for three bar of oil pressure when hot at tickover, and over four bar above 2000rpm,' advises David Barker. 'Also look out for smoke from the exhaust – both these points suggest an engine that is well worn.'

Ensure the cylinder-head gasket is not blown or leaking, as they are prone to failing. 'This is not normally due to a compression leak, but because water is not being circulated to the rear of the head,' David explains. 'The usual symptom is overheating under load.' Oil leaks from the engine are common.

Transmission

Clutches last well but replacement involves

stripping the whole of the rear of the car to get to the unit on the back of the engine. 'There is a specified wear measurement on the operating fork, which is worth checking before purchasing the car,' David explains.

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

Suspension, brakes

Front wishbones rust but are easy to replace. David says of the shock absorbers: 'They're often old and weak, but are easy to replace – I suggest upgrading to Konis or Bilsteins, both of which work very well.' Sheer age can play a part. 'After many years of being dismantled and reassembled, it is not uncommon for the suspension settings to be inaccurate, and a proper four-wheel alignment is worthwhile,' David suggests.

The main issue with the brakes, apart from the usual rusty discs and worn pads, is the one-sided caliper design. 'In time, the caliper slides rust up,

particularly on barn find cars, and it is then necessary to remove the calipers and do a thorough clean-up, and grease the slides,' David tells us. The handbrake shoes are often ignored, too, and need to be replaced so that the system works effectively.

Bodywork, interior

'The front wing bottoms go, as do the extensions behind the rear of the sill into the rear wing,' David reveals. 'Front valances get scratched and bent on kerbs, and it is not uncommon to find the bottom of the battery box holed or rusted out – this does need to be dealt with, as the fuse box is underneath. Inside, the main issue is a cracked dashboard top and frayed seats. **PW**

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Porsche 911SC 1982 Coupe 3.0L, Manual Gearbox, LHD, Palicander Metallic.

Porsche 911S 1977 Targa 2.7 Sportomatic Gearbox, LHD, Black with original tan interior.

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SOLD AT AUCTION

The pick of the auction action. This month David Sutherland analyses key lots from Techno Classica, Essen and Bonham’s Goodwood Member Meeting auction, where yet more Porsche rarities emerged to tempt the Porsche collector fraternity. We’ll bid on the Koenig 928, obviously!

PORSCHE 911 GT3 RS

Considering the primary components of the “997.2” 911 GT3 RS, it is not entirely surprising that it is already revered as one of Porsche’s greatest road cars. Power comes from a 3.8-litre variant of the famous Mezger flat-six cylinder engine, capable of producing 444bhp with an 8500rpm red line. The handling benefits from a track widened by 44mm at the back and 26mm at the front, along with a large rear spoiler and revised front end. In 2017, one magazine proclaimed the car to be ‘the best unlimited production GT Porsche series yet’, and even when compared against the current generation GT3 RS, the 997.2 can still more than hold its own.

Delivered new in 2011 to the United Arab Emirates, this GT3 RS boasts a number of desirable options. These include Porsche Carbon Ceramic Brakes (PCCB), a red painted roll cage and seat belts, lightweight carbon-fibre backed bucket seats trimmed in Alcantara, interior carbon fibre pack, PCM with navigation and the Sport-Chrono package. Specified in grey with red accents and black interior, it has a presence to match its performance. Imported from Kuwait to Switzerland in 2017 by the vendor, the car showed just under 9300km (5800 miles) from new and was in excellent condition throughout.

The final iteration of the GT3 RS with a manual transmission, the 997.2 GT3 RS has already become a modern day

PORSCHE 911 GT3 RS

Sale lot no:	224
Year:	2011
Chassis no:	WPoZZZ9gZBS780295
Auction:	RM Sotheby’s, Essen Sale
Where:	Messe Essen, Essen, Germany
When:	April 12, 2019
Pre-sale estimate	€150,000–€175,000 (£129,900–£151,600)
Sold for:	€138,000 (£119,500)

collectable and will surely have a fond place in the hearts of enthusiasts for years to come, thanks to its infectious performance and wonderful handling. Already one of the great 911s, equally desirable as a track special or a weekend toy, this example is sure to entertain its owner whatever its intended use.

997 model GT3 RS is destined to become the sweet spot of the modern GT3 era. This could be quite a bargain at £119,500



Tom Wood

PORSCHE 928 KOENIG

The Munich-based tuning house Koenig Specials GmbH gained fame in the 1980s and 1990s for its modification work on high-performance European sports cars, namely Ferraris. Founded by Willy König in 1974 after being dissatisfied with the performance of his Ferrari 365 GT4 BB, thanks to his previous racing career throughout the 1960s and 1970s. A Koenig-modified Ferrari or Porsche was considered the pinnacle of automotive excess at the time, taking cars that were already extreme in terms of looks and performance to the next level.

According to the consignor, this Middle Eastern-specification 928 was converted with a Koenig widebody kit in period, boasting wider rear wings and massive BBS wheels and was purchased by the consignor from an owner in Bahrain. Invoices from Porsche Centre Kuwait in 2017 are on file and at this time, the car was fully restored at a cost of over €14,000, that included a full repaint and the fitment of a new windshield. Additionally, it received an oil change in house at the consignor’s collection in February of this year and has not been driven since.

Finished in black with a grey leather interior, the car presents exceptionally well both inside and out, with its odometer showing 17,118 km at the time of cataloguing. It would sit proudly alongside any BMW Alpina or AMG-modified Mercedes-Benz of the same period, as it has in the Youngtimer Collection for the past few years.

PORSCHE 928 KOENIG

Sale lot no:	314
Year:	1988
Chassis no:	WPoZZZ92ZJS841040
Auction:	RM Sotheby’s, Essen Sale
Where:	Messe Essen, Essen, Germany
When:	April 12, 2019
Pre-sale estimate	€50,000–€60,000 (£43,300–£52,000)
Sold for:	€70,150 (£60,800)



Ahmed Qadiri

PORSCHE 356A SPEEDSTER

Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all time great sports cars – the Porsche 356. A cabriolet followed hot on the heels of the original 356 coupe, and then in 1952 a trial batch of 15 roadsters was constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a “cut-price” entry-level model. The roadsters’ successful reception in the USA led to the introduction of the Speedster model in 1954.

Instantly recognisable by virtue of its low, wraparound (as opposed to V-shaped) windscreen, smaller and entirely retractable hood, lower door waistline, horizontal trim strip at the level of the door handles, and twin bucket seats – all of which served to emphasise its sporting image – the Speedster was, in effect, an “economy” model intended to compete with the cheaper British sports cars. It was powered initially by the 1.5-litre version of Porsche’s horizontally opposed four, gaining the new 1.6-litre, 60bhp engine with the introduction of the improved 356A for 1955. Priced at \$2995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant over 100mph was possible. Allied to its already renowned handling characteristics, this meant that the Speedster was an instant

success in the burgeoning American sports car racing scene.

Its combination of style, performance and value for money made the Speedster deservedly popular, 4822 examples being constructed between 1954 and 1958, and today this most handsome of the 356 variants enjoys iconic status.

Forming part of the vendor’s private collection since 2006, this Porsche 356A Speedster was completely restored by well known German specialists in 2006. Since acquisition, the car has been driven for some 11,000km (6900 miles) during summer months only, and when not in use has been stored in a purpose-built facility.



RM Sotheby’s

PORSCHE 911 CARRERA RS CLUBSPORT

Porsche built 1104 examples of the 993 series Carrera RS, but along with those were 213 track-oriented versions called the Clubsport. This was based on the Carrera Cup competition car and specifically conceived as a homologation special for the BPR GT3 and GT4 racing categories.

The standard 3.6-litre engine of the Carrera RS was bumped up to 3746 cc by an increase in its bore to 102mm, but it retained the existing 76.4mm stroke. This engine was fitted with Porsche’s innovative VarioRam intake system and the Bosch Motronic engine management system and produced a very healthy 300bhp at 6500 rpm and 262lb ft of torque at 5400 rpm. Power is delivered through a single-mass flywheel to a Type G50/31 six-speed manual transmission.

Porsche also focused on making the Clubsport as light as possible through the use of aluminium alloy front bonnet, lightweight interior door cards, thinner glass and Recaro sports seats with six-point racing belts. The headliner was deleted, along with the electric mirrors, central locking system, intermittent wipers, radio and speakers, rear defroster and airbags. Added were a full welded-in Matter roll cage, front strut brace, ball-joint front

damper mounts, adjustable front and rear anti-roll bars, a battery cut-off switch and a fire extinguisher. A special front air splitter and large rear wing made the Clubsport unique.

This particular Carrera RS Clubsport was delivered new to Germany in March 1995. Additional options included a stronger battery, radio delete, dome strut, fixed spoiler with additional wing, windscreen tint, air conditioning and cloth/leatherette seats. The original service book states the car was delivered new to Porsche Zentrum Ulm and was serviced twice by the supplying dealer. In 1997 the car was sold to a buyer in Jersey before being acquired by the current private collector in September of 2006.

Finished in Guards Red (G1) exterior paint, this example had been cherished by its owner for the last 12 years and had been maintained at regular service intervals. A speedometer change took place in 1998 when the car was exported from Germany at 23,000 miles (37,000km) and is now showing 42,542 miles (68,464km), making the total mileage approximately 105,000 km (65,625).

This extremely rare Clubsport was ready for a new custodian and is a highly versatile modern classic that is equally at home on the road or track.

PORSCHE 356A SPEEDSTER

Sale lot no:	44
Year:	1955
Chassis no:	80549
Auction:	Bonhams, Goodwood Members’ Meeting
Where:	Goodwood, Chichester, West Sussex
When:	April 7, 2019
Pre-sale estimate	£260,000–£300,000
Sold for:	£247,500

Noteworthy features include the very rare hardtop and equally rare Fuchs bolt-on wheels. Presented in generally excellent condition, it was offered with sundry restoration invoices, Netherlands registration papers, and a FIVA identity card.

The 356 Speedster was originally envisaged as an ‘economy’ model to compete with cheaper British sportscars

PORSCHE 911 CARRERA RS CLUBSPORT

Sale lot no:	320
Year:	1995
Chassis no:	WPoZZZ9gZSS390129
Engine no:	63S85574
Auction:	RM Sotheby’s, Essen Sale
Where:	Messe Essen, Essen, Germany
When:	April 12, 2019
Pre-sale estimate	€225,000–€275,000 (£194,900–£238,200)
Sold for:	€241,250 (£209,000)



Bonhams

The images and descriptions of the 911 GT3 RS, 928 Koenig and 911 Carrera RS Clubsport appear courtesy of RM Sotheby’s (+44 (0)20 7851 7070, www.rmsothebys.com); the images and description of the 356A Speedster appear courtesy of Bonhams (+44 (0)20 7447 7447, www.bonhams.com). Sale prices include the buyer’s premium

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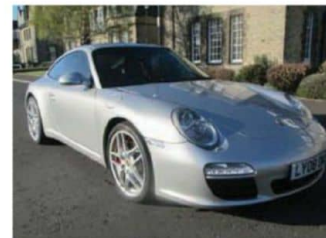
356 Porsche for sale
1965 356C Coupe, car is a show car but a great driver, 9 out of a 10, have cared for said car 40 years, serviced and maintained very well, needs a new driver who really wants a real nice collectable car, worth more than asking price. Tel: 561 633 5901. Email: garyr356@aol.com (Florida, USA).
£85,000 P0719/008

911

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911



2008 911 Carrera S PDK (997.2)
84,000 miles, full Porsche (OPC) service history, 7 speed PDK, 19" light alloy wheels, Xenon headlamps, touch screen nav, cruise, Sport Design steering wheel, LED daytime running lights, Sports Chrono pack, PASM, Alcantara headlining, just had new brakes front and rear, enthusiast owned, recent rear Michelin's, no expense spared, massive service history file, may take cheaper p/ex. Tel: 07970 529906. Email: mazi_zafar@hotmail.com (Midlothian).
£32,750 P0719/009



911 3.2 Targa 1987 model
73,400 miles, G50 gearbox, special order colour Cassis metallic, all old MOTs, 2 owners from new, present owner 16 years, full service history. Tel: 01582 472509. Email: fishingsteve@hotmail.co.uk (Bedfordshire).
£41,950 P0719/047



964 RS Lightweight
1992, GP White, triple grey/black interior, genuine 59K miles, concours condition, full service history, owned by me for 23 years, original paintwork/glass, original radio/tape player boxed, the original 17" mags (refurbished) boxed and never used, runs on 18" Speedlines, three volumes of history, one of only 71 RHD 964 RSL, 964 RSL Register, Porsche Certificate of Authenticity, Porsche club member 40 years. Email: info@zorinenergy.com (Marlow, Bucks).
£225K P0719/038

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911



911 (993) Turbo
125K mileage with good service history. In Midnight Blue with Marble Grey ruffled leather interior, it's just had a major service and went through massive maintenance work on 2 February 2019, invoice costing a total of £13,249.20. It comes with every option on the list, full backpack and toolkit etc, no advisories on last MOT test certificate, MOT till 10/10/2019. Tel: 07435 454645. Email: kamgills@hotmail.com (Leeds).
£89,995 P0719/002

911



2008 997 C2 Gen 2
PDK, Meteor Grey, black leather, PASM, Sport 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: cgp1200@gmail.com (West Yorkshire).
£33,000 P0719/043

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DEALER TALK: LAKESIDE CLASSICS

If you're in the market for a modern GT 911 then considering getting in touch with Henry Thomas, because it's these premium models that he loves most, and which his Shropshire-based Porsche business specialises in



How long have you been in the Porsche business?
Lakeside Classics is approaching its fourth birthday. However, my family has been in the vehicle trade for 55 years, and Porsche in particular has always been a fundamental part.

What Porsches do you specialise in?
We live and breathe 911s. We specialise in the rarer models and higher performance examples. The cars we are always on the lookout to purchase include: 930 series 911 Turbo, 964 Turbo, 964 RS, 993 Turbo and Turbo S, 993 RS, 996 GT3 RS, 997 Sport Classic, 997 GT3 RS 4.0, 991 R and the 991 GT3 RS.

What's your cheapest, and most expensive Porsche presently in stock?
The cheapest Porsche we have in stock is our beautiful 2006 997-model 911 Turbo at £59,999, with 37,230 miles and finished in the desirable colour combination of black on black – and most importantly, it's manual. The most expensive is one of the 35 right-hand-drive 993 Turbo S models, priced at £365,000, that has covered a mere 17,000 miles from new and is complete with a full main dealer service history. The last ever air-cooled Porsche model to have been produced, this example is finished in black on black.

What would you recommend as the best "first Porsche" to buy?
Buy the model that you have dreamt of and buy the best

example that you can afford. The real winners are those who own the car that they have always wanted!

Where do you get your stock from?
We have sourced cars worldwide, however the majority of our stock has come from private collectors based in the UK, and we offer a fast, confidential and hassle free purchase. We only buy cars that we would personally want to own ourselves.

What's 'hot' at the moment?
There is always a demand for higher quality cars that have been well maintained throughout their lives and come with a well documented history file and provenance. Brexit and the uncertainty it has caused is stalling people from making large purchases, but this has created great buying opportunities.

What's best value at the moment?
The 997s are looking incredibly good value. They're a dream to drive, especially in manual form if you are looking for the true Porsche driving experience. Considering you can use them every day and still achieve a decent resale value, I think those that pursue this purchase will not be disappointed.

Name a car that you recently sold, that you would happily have kept for yourself
A 997 Sport Classic. What an absolute piece of art and a complete celebration of Porsche.

We missed it the moment it rolled out of the doors!

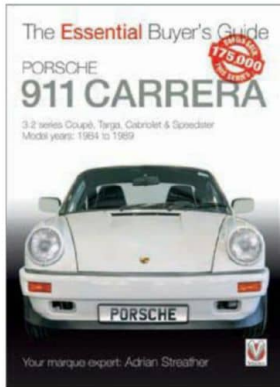
What car do you drive every day?
I am always chopping and changing cars, but I often find myself in an air-cooled 911. I like to drive a car of the past such as a 930 Turbo. Nothing makes one truly respect the Porsche marque more than how the 911 has stuck to the fundamentals that originally made it so successful.

What are your plans for the future?
To keep sourcing terrific examples that cater for the enthusiast as well as the investor. We are also looking to host more events, bringing "Porsche people" together in order to share our passion. We have a newly surfaced road that leads up to the lake near our premises, creating a dramatic setting for events and photo shoots.

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HELPING YOU BUY YOUR PORSCHE

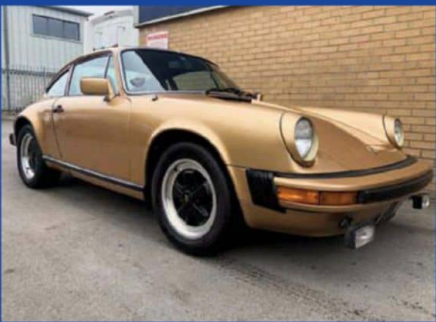
If the Porsche you're considering buying is a model you don't know a lot about, reading up about it can only help you make a wise purchase, and "The Essential Buyer's Guide" series from specialist motoring book publisher Veloce serve this purpose ideally. Its most recent offering, "Porsche 911 Carrera" covers all three of the Carrera 3.2 models built from late 1983 until 1989, the coupe, cabriolet, and the Speedster which was made only in 1989. As with the other books in the series, this A5 title, written by Adrian Streather, packs in model history and buying advice, and at £14 plus postage is an inexpensive investment that could save you a lot of money. It can be ordered from veloce.co.uk.



PICKED OUT FROM THE CLASSIFIEDS

London car enthusiasts will be aware that the Ultra Low Emissions Zone (ULEZ) is now in operation in central London, extending to the suburbs in 2021, penalising owners of pre-Euro 4 cars with a £12.50 charge 24/7. But "historic" cars, those built more than 40 years old are exempt, so how about this for not just a ULEZ-buster, but an affordably priced air-cooled 911?

The 1979 manual 911SC with 150,000 miles was being offered by Porsche specialist Steve Bull in Devizes in Wiltshire, for £29,900, a keen dealer price for this era of 911 even if it is a left-hand-drive, US import and in decidedly "Marmite" gold paintwork. The bodywork, with the 'federalised' bumpers, seemed solid and the interior with its brown leather looked great, although proprietor Daniel Bull revealed that an engine rebuild wouldn't go amiss. A good way into classic 911 ownership, we'd think. stevebullspecialistcars.co.uk



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£19,935

P0719/039



991.2 GT3 RS (LHD)
VAT paid, private ownership, 4800 kms (car in current use so may rise), 520 PS - 383 KW, Racing Yellow, Porsche warranty: 07-2020, wheels painted in black (satin gloss), leather interior with Alcantara/Alcantara seats, 918 lightweight Sport bucket seats, interior package decorative stitching and embroidery (Porsche exclusive manufacture), Chrono package and pre-equipment Lap Trigger, 90 litre fuel tank, Porsche ceramic composite brakes (PCCB), LED headlights black incl Porsche Dynamic Light System (PDLS), Clubsport package, 6-point belt for passenger side, Bose, DAB, sports exhaust, indoor car cover, further details see classified ad on 911porscheworldmag.co.uk. Email: b1gso@yahoo.com.
£204,995

P0719/037

911



996 Carrera 2
Arctic Silver with blue leather, 2001, manual 6 speed, no sunroof model, 54K miles with complete service history, 18" Turbo-like wheels, coloured wheel centres, CD-R-32 cd-radio, digital sound package. Tel: 01189 452909. Email: edwardgmatthews944@yahoo.co.uk.
£16,000

P0719/014



911 Carrera 3.2 Sport convertible
In excellent unrestored condition, for example the headlight bowls are perfect, no issues with the kidney bowls. G50 gearbox, Marine Blue with Linen leather interior, only 45,000 miles from new. Full service history, all MOT certs, Porsche CoA. I have owned the car since 2007. Tel: 01245 223262 (Chelmsford).
£44,000

P0719/027

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.
£12,500

P0719/042

924S

924S
1986, 95,200 miles, MOT July 2019, serviced July 2018, Terra cleaned, Certificate of Authenticity, registered and valued by PCGB, all MOTs, new tyres 2017, always garaged, Coverdale Platinum Cover included. Tel: Julian, 07917 682770. Email: joolsr@gmail.com (Derbyshire).
£7900

P0719/040

944



1991 944S2 Convertible
944S2 Cabriolet finished in silver with blue leather interior and matching blue soft top, full leather interior with rare optional Sport seats, electric soft top, genuine Porsche 16-inch 993 alloys with a good set of matching tyres. Original service book and book pack, Thatcham Cat 1 alarm, lots of service and repair invoices from well regarded marque specialists and old MOTs. Tel: 01372 459555. Email: saa2001@hotmail.co.uk (Surrey).
£10,499

P0719/028

968



968 Convertible 6 speed manual 95,200 mls
Very rare 968 Convertible with manual 6 speed gearbox, original UK specification, full service history (16 stamps) and factory manuals, invoices since 2005 appr £14,000 to £15,000 (recently >£5000 spent), power roof/mirror/seats/windows etc, full service kit etc. Additional pictures and information available, car has got German MOT and is located less than one hour to German airport. Tel: 0049 16098 985969. Email: richard_haering@web.de (Germany).
£11,500

P0719/031



968 Coupe
Manual, black, 1993, 116,000 miles, MOT'd, good original condition inside and out, UK car with service history and 5 previous keepers, serious interest only please. Tel: Kevin, 07733 324707 (East Hampshire).
£12,500

P0719/041

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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

P0719/026

REGISTRATIONS

PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

98 RSR	35 SYX
300 RS	911 PYT
987 MD	911 FEG
J911 GTN	911 MSD
REG 911E	CAR232A
5911 LER	911 FJX
996 POR	930 FF
POR 997T	XXX 911C
P911 SCH	991 PD
POR 911K	911 RWS
POR 911N	911 MPY
POR 911Y	918 MHH
993 POR	5918 POR
993 RUF	A993 XXX
VNZ 911	TON 997X
964 MC	997 CSS
964 GC	WBZ 911
RED 911H	P993 POR
RSR 911T	CAB 911X
RSR 911X	VOP 911S
B911 RSR	E944 POR
RUF 911T	A911 DPG
911 SCR	WAG 944S
RS18 POR	RS68 RSR
GT68 RSR	RS68 POR

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P0719/024



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£995

P0719/004

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

To prevent a car going for less than it is thought to be worth at auction, many sellers of high end classics apply a reserve. However, auctioneers love no-reserve sales, as this generates higher bids – at least that’s the theory, David Sutherland learned



Essen show offered some tasty morsels for auction, plenty with a no reserve price

If you want to sell a classic Porsche that is worth quite serious money, you might well decide that the best way would be to consign it to one of the international auction houses, such as Bonhams, Gooding & Company or RM Sotheby's, each running a number of high profile sales every year. Their track records in achieving big prices speaks for themselves.

What you might not be prepared for, if the car is at the "lower" end of the value scale, say under £150,000, is pressure from the auction house to enter it with no reserve – the "safety net" that protects you should there be insufficient interest in your car on the day. But auctioneers don't want cars to sell below the market rate any more than owners do, and their "without reserve" tag is a weapon in their psychological armoury to drive prices up to the maximum.

'Auctions are about getting people into a bidding frenzy,' reveals Peter Haynes, spokesman for RM Sotheby's.

"No reserve" works by generating pre-sale interest. The more you see cars at no reserve, the more you see high prices being paid, and there has been spectacular evidence of that in recent times.'

He is referring to RM's famous Duemila Ruote sale in Milan in November 2016, when a bankrupt businessman's entire assets were liquidised by the Italian government in an auction where every lot was no reserve, and the €51m raised made up of many Porsches selling for much more than their actual value. 'It attracted massive interest and prices went crazy,' Peter recalls.

So would you take the auctioneer's advice to enter your beloved Porsche in a sale as if offering an unwanted item on eBay with a 99p start bid? At RM's April event, a sale in Essen in Germany, at the Techno Classica show, 30 Porsches were offered for sale, 13 of them without reserve. Did this work for the sellers and

proportional terms did better, going into the sale with a €20,000–€30,000 (£17,300–£26,000) expectation, and selling for €2200 (£1730) more than that. The last from the collection was a 1994 964-series 911 Turbo with a €150,000–€180,000 (£129,800–£155,700) estimate but changing hands at €138,000 (£119,400). But these results shouldn't be seen in isolation – over the 140 cars, the seller may end up with more better results than disappointing ones.

Other vendors fared worse, a 1976 930 series 911 Turbo in classic Guards Red with a €150,000–€200,000 (£129,800–£173,000) estimate flopping badly at €109,250 (£94,500). Then again, perhaps the estimate was simply unrealistically high. But the seller of one of the two Porsche tractors in the auction must have wondered if it had been worth showing up, a 1960 Junior 108K expected to make between €19,000 and €25,000 (£16,400–£21,600) but yielding a mere €7763 (£6700) before commission. The other tractor, the same model, sold for €14,950 (£12,900), this result also under estimate, by £4400. However, there was surely a very pleasant surprise for the seller of the 1970 911T who had expected €50,000–€70,000 (£43,300–£60,600), but saw a €105,800 (£91,500) high bid.

The first Porsche under the hammer at Essen was a 2011 911 GT3 RS (see Sold at Auction, p116) with under 6000 miles that was supposed to fetch €150,000–€175,000 (about £129,900–£151,600) but made just €138,000 (£119,500) including buyer's premium. The second Porsche from this "dream garage" was a 1994 928GTS with a €80,000–€100,000 (£69,200–£86,500) expectation but which made €71,300 (£61,700). After that came a 1992 968, which in

expenses, and also effectively rendering the car unsaleable until after a suitable period has elapsed. At Essen eight Porsches offered with a reserve failed to sell, including the 911 icon, a 1973 Carrera 2.7 RS "Touring", expected to make between €450,000 and €550,000 (£389,300–£475,800); interestingly, someone did pay €2640 (£2300) for an original sales brochure for this model, £560 above estimate!

A prototype of the 993 911 Turbo from 1994 that carried a €295,000–€395,000 (£255,200–£341,700) hope, and a 1986 Ruf-tuned 911, a BTR "Flachbau", or "Flat nose" with a €225,000–€275,000 (£195,00–£238,300) were also among the non-movers. Another Ruf offered, a Turbo R in unmissable Signal Green fetched €230,000 (£199,600), which was within estimate.

So here's the nightmare scenario: you're sitting in the auction hall watching your no reserve Porsche failing to attract decent bids, so in the approximately 90 seconds duration of its appearance, what should you do? 'You can always stick you hand up and buy your own car back,' says one auction insider. 'You'll have to pay the auctioneer's commission but paying money to get a car back you already own might be better than selling it for too little. It's rare, but it's been done.'

Some might feel that to be inappropriate advice from an auctioneer. But the very nature of auctions invites a certain amount of rough and tumble, so those who don't feel it's for them are best sticking to the dealers. **PW**



928 GTS, £61,700



968, £27,730



964 Turbo, £119,400



930 Turbo, £94,500



Carrera 2.7RS, DNS

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REGISTRATIONS



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Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value. Tel: 07858 580557. Email: saltydog1@gmail.com.
£1800 ovno P0719/046

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 P0719/003

IICED

'IICED' registration for sale
On retention certificate, 'What's Cooler than Cool?' very eye-catching, owned many years. £10,000 or you can try to buy ICED for c. £250,000 which I don't own! Tel: 07549 188021. Email: iankeath@hotmail.co.uk.
£10,000 P0719/044

HOT 918S

Registration 'HOT 918S' for sale
Ultimate 918 registration, currently on retention (transfer fee already paid), may be interested in a 911 related registration for trade. Tel: 07527 316258. Email: g.todd@hotmail.co.uk.
£4995 or offers/trade P0719/030

P718 BOX

'P718 BOX' Porsche 718 Boxster plate
The best on the market for the Porsche 718 Boxster. Tel: 07487 834795. Email: p718box@gmail.com.
£3995 ono P0719/050



Number plate
Number plate for sale, 'F4C ME', call for more details. Tel: 01246 590698.
Offers P0719/023

REGISTRATIONS



'TEL 993' registration for sale
Immediately available on retention certificate. Tel: 07885 108955. Email: john@selectshopfitters.co.uk.
£2500 P0719/018

GT03 DKT

'GT03 DKT'
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.
£350 P0719/051

JJI 911S

Registration for sale
'JJI 911S', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.
£2000 P0719/048



Cherished plate 'R911 TUR'
Currently on car, easy to transfer the ultimate plate at a good price, R911 TUR. Tel: 07790 469507. Email: a5h911@aol.com.
£7500 P0719/016



Porsche Boxster number plate 'P6 OXA'
Porsche Boxster personalised number plate for sale, 'P6 OXA' reads 'P BOXA', please contact me for more information. Tel: 07946 607427. Email: laurencestark96@gmail.com.
£950 P0719/029

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 P0719/005

REGISTRATIONS



'991 CPO' for sale
Excellent registration for 991 owners, is currently on retention. Tel: 07799 788139. Email: helen@creatingtime.co.uk.
£2200 P0719/001

JND 911

'JND 911'
Original 1948 registration number, ready for immediate transfer, £2880 inc transfer to your car. Tel: 01289 309930. Email: grahamedmundson@gmail.com.
£2800 P0719/052

PARTS

Mirror casings o/s + n/s 997 + 996 parts
Basalt Black, in very very good condition, o/s & n/s top and bottom mirror casings (4pcs), fit 997, 987 etc, £50. Also have two rear lights for 996 Turbo plus complete set of four genuine Turbo wheels with new Pirelli tyres, please contact for more information and photos. Tel: 07811 123066. Email: mpitter@aol.com (Herefordshire).
£65 P0719/007



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 P0719/022

PARTS



996/986 paddle shift steering wheel
Original Porsche 996/986 (996.347.804.538) black leather steering wheel, professionally modified with AMG paddles for the Tiptronic gearbox. Paddles new, steering wheel as new (no scratches or wear marks), Porsche electrical socket for the connection, true plug-and-play. Tel: +31 651 622105. Email: yimex@hotmail.com (Netherlands).
£500 P0719/045

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 P0719/006

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 P0719/032



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In the early 2000s the 964 was the entry level 'modern' 911. Some SCs and 3.2s were usually cheaper, the one or two priced higher than 964s would have been partially restored. The 964s though were usually offered between £15- and £20,000 and there were plenty about: West London emporiums like Porticraft or 911Virgin might have half a dozen to choose from, but all too often these seemed slightly down at heel with hard-used cabins, fraying steering wheels and gearknobs, faded paint and scuffed bumpers. No one it seemed loved 964s, a lack of esteem compounded by their reputation for oil leaks.

How times have changed: almost imperceptibly 964s have disappeared both from the streets and the classified advertising columns. An internet search reveals few 964s for sale and many of those are in foreign climes and none is cheap: the budget 964 is no more.

One such 'foreigner' is this Tiptronic C2 originally sold to Japan, imported to Britain in 2017 and now for sale at Hampshire vendor 4 Star. "They are almost always far superior to European cars – the Japs generally don't drive them as much, cars like Porsches are usually garaged and I think they must systematically hose off the undersides as well because they never exhibit any significant corrosion," observes director Jim Gillet who has long experience of Japanese imports.

Resplendent in (special order) Amazon green metallic, this 51,000 km C2 is a case in point: externally it has buffed up well and is spotless – the

only minor blemishes a solitary rust speck under the front windscreen rubber and a couple on the driver's side window frame; the wheel housings too are clean and free of decay and there is no sign of any localised repainting. What is deeply impressive about the cabin is that everything looks new when in fact only the carpet mats have been replaced. Seats, steering wheel, in fact any wearing or control surface still have that pleasantly grainy newness. This C2 was first registered in June 1991 by Porsche Cars Japan and such documents as there are until 2017 are in Japanese. The Northamptonshire-based importer obtained a Certificate of Authenticity and also went to the trouble of having the underbonnet and glovebox identity stickers renewed and ordering an original driver's manual in English; a four-page invoice from Dovehouse for £2500 details a comprehensive service which included fitting a cam cover gasket, refurbishment of the Design 90 wheels and new CV boots. A period Blaupunkt radio has been fitted to replace the Japanese item which apparently picked up only local stations. The brake discs, presumably with their pads original, have moderate lips and the Bridgestone tyres appear little used; their age might be worth investigating.

A September 2017 MOT indicates 51,000km so the 911 has covered barely 300 miles since then, which probably explains why the battery is too weak to start the car (4 Star will renew) but when it does fire the flat six is remarkably smooth and the exhaust so muted that it suggests that Porsche's M156 quiet exhaust was specified. On the



CHECKLIST

BACKGROUND

Acting CEO Heinz Brannitzki famously introduced the 964 as "the 911 for the next 25 years." Of course, the most radical 911 to date – new chassis, four-wheel drive, power steering, ABS and optional auto-transmission was still vintage 911 and its appeal did not extend to the wider market the company needed to survive. Barely had the C2 version been launched than work began on its successor, the 993, another interim if very competent 911 until Porsche finally established itself in the modern idiom with the 986/996 duo

WHERE IS IT?

4 Star Classics, Unit 3, Old Park Iron Works, Kingsley GU35 9LY
Tel: 01420 479009 4starclassics.com

FOR

Low miles, exceptional unused original condition

AGAINST

Tiptronic; Japanese service record not translated

VERDICT

Rare pristine 964 C2: with this mileage and condition would cost over half as much again if manual and RHD

VALUE AT A GLANCE

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

roadRthe964 feels taut: the steering is sharp and nicely weighted; servo assistance takes away none of its feel; on Hampshire B roads, the ride is typically firm with no hint of squeaks or rattles. The outstanding visibility from the air cooled 911 means the LHD is rarely a drawback and with no steering wheel offset offers a better driving position. By 964 standards the flat six is refined and though it revs easily enough to 6000 rpm, lack of use over many years has probably taken the edge off its zest. The four-speed Tiptronic functions perfectly – up and downshifts are smooth whether in auto mode or manual override. In theory the Tiptronic should not detract from the performance: driven by Walter Röhrl an experimental 964 Cup Tiptro lapped as fast as the G50 version, but in practice, the automatic has nothing like the reactivity of today's PDK and the auto-964 feels more lithe-GT than out-and-out sports car. This beautiful example imparts an authentic new car feeling without the 'new paint smell' and unoriginality of a restoration. **PW**

PARTS

Rare original steering wheels

Wood rim, dished Nardi, 420mm, Porsche mushroom button horn push; black SWB 911 from '66. Also Becker Grand Prix radio 356B/C, contact for details. Email: theporscheanorak@yahoo.co.uk.

P0719/033

MISCELLANEOUS



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Peter Morgan Ultimate Buyers' Guides, 993 and 964 books and Boxster DVD, new - just been sat on my bookshelf. Model history, colours, option codes, what to look for, good for buyers, owners and enthusiasts. Books are 70 pages each and the DVD is Region O and 70 minutes, I have 2 copies of each. Price is per item and includes free UK delivery, will post internationally at cost price. Tel: 07767 241278. Email: vkjr.grovehall@gmail.com (West Sussex). **£9.95 each**

P0719/015

Porsche Post magazines

43 copies of *Porsche Post*, three from the 1960s, 40 from the 1970s and 1980s, please phone for exact details. Tel: 01590 670813. Email: robroberts7@hotmail.com (Hampshire). **£25**

P0719/017

Porsche books

Porsche Road Tests Collection No.1 1965-1975, Brooklands Books; Porsche by Motorbooks Library by Shotaro Kobayashi, both in good condition. Tel: 01590 670813. Email: robroberts7@hotmail.com (Hampshire). **£20**

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P0719/021

MISCELLANEOUS



Porsche medal – 928S4

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P0719/011



Porsche medal – 956

Genuine factory issue medal to commemorate Porsche's first 'supercar', the 959. Struck in heavy metal, weighs 23grms with a diameter of 40mm. One side is an image of the car and the model number, the Porsche crest and the date 1985 is on the obverse. Add it to your collection for £15, free postage in the UK. Contact: Paul Davies at auto.writer@btinternet.com. **£15**

P0719/012

911 & Porsche World issue no1 to current

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P0719/020

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P0719/010

Porsche books

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Porsche 968 book

72 unmarked pages, tech specs, colour range, history etc, great colour photos, vgc. Tel: 07399 359072. **£7.50**

P0719/053

MISCELLANEOUS

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P0719/036

WANTED



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Deadline for inclusion in the August issue is 13th June (September issue deadline 11th July).

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

CAYMAN 987 GEN '1' 3.4 * 2008 '08' * 104,210 MILES * £12,995



After all the ink, not to say indignation expended on the first generation of water cooled engines, it is a measure of how much attitudes have changed that sellers now readily declare mileages over 100,000. This well-used Cayman S is a case in point: a 2008 model, it racked up an almost metronomic 14,000 miles p.a. until 2014 when a second owner added miles at only half that rate. A third proprietor kept the Cayman barely a year before trading it. Gary at vendor Auto Options thinks he was probably discouraged at the (PC) cost of having a new clutch and decided to sell.

The Cayman was supplied by East London Porsche in March 2008 and serviced by them to 44,000 miles in 2011. Then the service book is unstamped until Brooklands, Swanley carried out a full service at 97,468 miles in September 2016. The MOT history, now available on the DVLA website, confirms the mileages and the relative lack of advisories suggests that some servicing was at least carried out, although unfortunately not recorded. There are no invoices except for a January 2019 bill from Purely-9 of Yateley, which covers oil and filters and clutch replacement and a similarly dated four-wheel geometry test certificate.

In Basalt black and as acquired, this eleven-year-old looks very passable. There are minor scratches on the rear valance and stone marks at the front, but with a little detailing and a mechanical polish,

this Cayman could shine. The 19-inch rims are unkerbed; corrosion on their inner surfaces will be attended to by the vendor. Tyres are evenly worn Michelins and have plenty of life left. The interior also belies its age: the only wear is on the driver's seat bolster and the mat where the clutch foot has worn through. The sometimes frail 996-derived fascia is quite intact; white instruments and red seat belts nicely offset the black upholstery. Heated sport seats and automatic a/c add to the appeal though the latter is in need of at least a regas.

On the road this high mileage Cayman feels remarkably good: there are no untoward noises or rattles apart from the seal on the driver's window which starts to whistle at 70mph. In particular the suspension is free of the clonks which suggest replacement components are not far off. The nicely weighted steering is spot on; throttle response is sharp and the 3.4S very willing, pulling lustily from 3000rpm, a useful characteristic on crowded roads. The gearshift moves easily, but with none of the feeling of stretched cables, and the new clutch is just right. The brakes though feel ordinary with long-ish pedal travel and requiring a good shove, that characteristic Porsche bite absent.

A pleasure to drive, the conundrum for many might be the gaps in its service history: a calculated risk which could partially be offset by a professional examination or even an oil analysis. But if a car feels right as this one does, it becomes a seat-of-

CHECKLIST

BACKGROUND

The only real surprise with the Cayman was that Porsche waited nearly a decade before launching a Boxster with a roof. As Porsche rightly stressed, it was of course far more than that, its quite distinct identity emphasised the larger, 3.4 engine rather than the Boxster S's 3.2. A 2.7 base model soon joined the range and £7000 cheaper, widening the Cayman's appeal. Porsche always pitched the Cayman S just below the flagship 911 in terms of performance, rather more so in terms of price which kept the two apart in the market place

WHERE IS IT?

Auto Options Direct specialises in lower end premium and sports cars and convertibles and usually has BMW Z4s and Audis besides a dozen 986/7s and 996s in its stock; in the last year it has started to focus on 987 Caymen as well. Auto Options sources many of its cars from premium marque dealers which have taken them as trade-ins too old to fit in their own offering; other cars are often direct purchases from owners. Auto Options valets cars and undertakes any remedial work, but otherwise aims to sell cars as they stand: "We prefer to sell at a lower price and move cars quickly rather than hold on to them," says director Gary who adds that he hopes to turn over 20-25 cars a month. Auto Options Direct: autooptionsdirect.co.uk GU47 9DB 01252 878331

FOR

Original specification with good bodywork, tyres and wheels; new clutch, useful reversing sensors, manual gearbox

AGAINST

Service records incomplete; spongy brakes; auto a/c needs regas

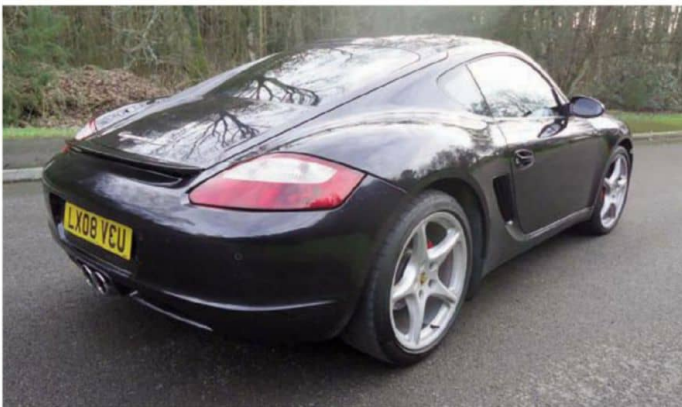
VERDICT

Smooth but responsive 3.4, rattle-free and composed ride, good Caymen Ss don't come much cheaper

VALUE AT A GLANCE

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

the pants decision then, subject perhaps to some negotiation with the vendor over brakes and aircon: for around 13k this Cayman S is a great deal of modern Porsche. **PW**



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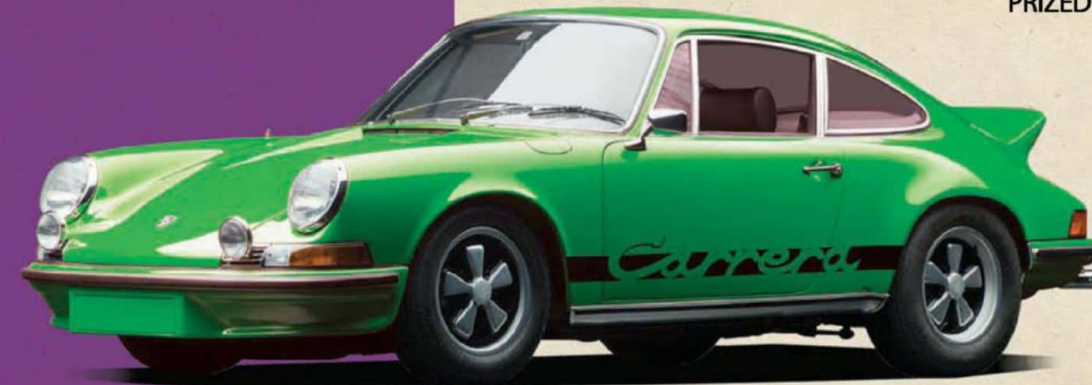
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TIME MACHINE

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

JULY 1997 (ISSUE 43)

Just to prove that there's nothing new in this magazine lark, in the July 1997 issue, the front cover is promoting a 'Classic Porsche - classic circuits road trip, in which Peter Morgan takes a 993 C2S to Reims, Spa and the Nürburgring. Not quite the same as the 'Ring to Spa trip in this issue, and minus the Mosel valley, but a classic Porsche adventure none-the-less and proof of the enduring appeal of the road trip.

This being the July issue, published in early June, there was much talk of Le Mans, not least because we had spent the May pre-qualifying weekend with the British EMKA team, who were trying to qualify their 911 GT2, with drivers Win Percy, Tim Sugden and Steve O'Rourke. This was the sort of plucky privateer outfit that you don't see very often at Le Mans these days. Sadly it wasn't to be a story of 'plucky privateer outfit' makes it through, as circumstances beyond the team's control rendered their quick times nullified and a gearbox problem rearing its head in a final, desperate, qualifying hour. Still, as team boss and driver, Steve O'Rourke, ruminated: "let's look on the bright side. Not being here in June for the race itself is going to save me an awful lot of money!"

Tuning and modifying has always been a firm favourite part of the *911&PW* remit. For this issue we dropped in on AmD and Geoff Everett to check AmD's new, bolt-on hot-film air-flow metering system for the Carrera 3.2. Doing away with the rather crude air-flow meter/flap system, with an air temp controlled set-up (the hot-film element) takes a restriction out of the intake and allows for improved monitoring of the



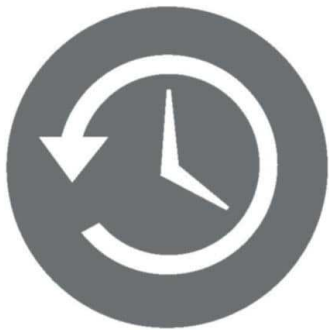
air/fuel mix. Result? Power up to 250bhp and torque improved, too.

Elsewhere in the July '97 issue, we featured 23-year old Porsche enthusiast, Damon Baddock, whose 928 S4 and 911SC Targa combo had set him back just £18,000. A cursory glass in the classifieds confirms that to be entirely feasible.

JULY 2010 (ISSUE 196)

McQueen's machine. Now that was a coverline and a great image to boot as we got behind the wheel of Steve McQueen's last Porsche - a slate grey 930 Turbo at Laguna Seca, in the company of his son, Chad McQueen. The car was in pretty much unrestored condition and in the hands of Steve McQueen fan, Mike Regalia. Amazingly he bought the car at auction in 2008 for £73,000, which even then was considered a huge bargain. Now, when even a regular standard 930 Turbo can make that sort of money, the McQueen Turbo must be priceless.

Elsewhere it was project car time. Or to put it another way, time to buy a new project car as a 996 GT3 arrived on the fleet, snapped up by resident photographer, Antony Fraser. This being *911&PW*, we were at the lower end of the market. Or to put it another way, we were looking at pretty much the cheapest 996 GT3 on the market at £34,995, thanks to its leggy 54,000-miles. That meant it had been properly used, which was a good job, because in Fraser's hands it was going to be properly used and abused all over again...

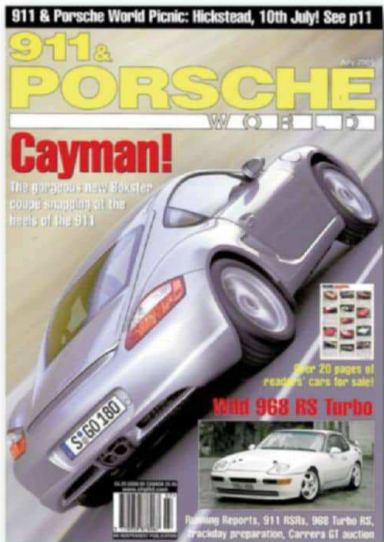


JULY 2005 (ISSUE 136)

Cayman! Say no more. Porsche's new Boxster coupe (as we described it) was smashing it on the front cover of the July 2005 issue and rightly so, although in typical Porsche, pre-launch, drip-feed fashion, we had only had a brief ride and technical presentation at that stage.

A well remembered story from the same issue followed the fate of a crash-damaged Carrera GT at Universal Salvage Auctions. The car had been written off by its insurance company, thanks to front and rear damage to the carbon-fibre bodywork. With only 303-miles on the clock and all the vital and very bespoke mechanicals in good order, it was surely worth a punt for someone. List price at the time was £320,000. So what did it go for? Well, the hammer fell at £184,000 to one Brian Goff, then the main man at Porsche specialists and dismantlers, Jasmine Porschalink UK. As a Cat D write off, Brian was perfectly at liberty to repair it and put it back on the road. Indeed, he already had a buyer lined up in Germany.

As ever, there was much going on with the *911&PW* fleet of project cars. Keith Seume was having his Carrera 2.7 retrimmed at Newton Commercial, while Paul Davies' 912 received a new set of Bilstein dampers. In the classifieds a decent 912 would set you back £8000.



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