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UP FRONT

Bringing you all things Porsche in an eclectic monthly format is the *911&PW* way, says Bennett

Unless there is a specific theme, issues of *911&PW* tend to come together in a fairly organic sort of way. Indeed, in these days of super niche publishing, it would be possible to create a magazine devoted entirely to modern Porsches, and while we do have a sort of nominal cut off in deference to our sister title, *Classic Porsche*, going too niche would rob *911&PW* of its traditional eclectic vibe. And besides, if you want niche then there's a forum and sub forum and probably even a sub forum of the sub forum for every type of Porsche on the internet.

What am I getting at here? Well, to blow our own trumpet for a moment I can't help but think this issue embodies the spirit and editorial rationale of this near 30-year-old publication as well as any we've produced. Cutting-edge, modern Porsche? We give you the first drive in the all-electric Taycan. The last

“ The Porsche scene is endlessly fascinating and absorbing on so many levels ”

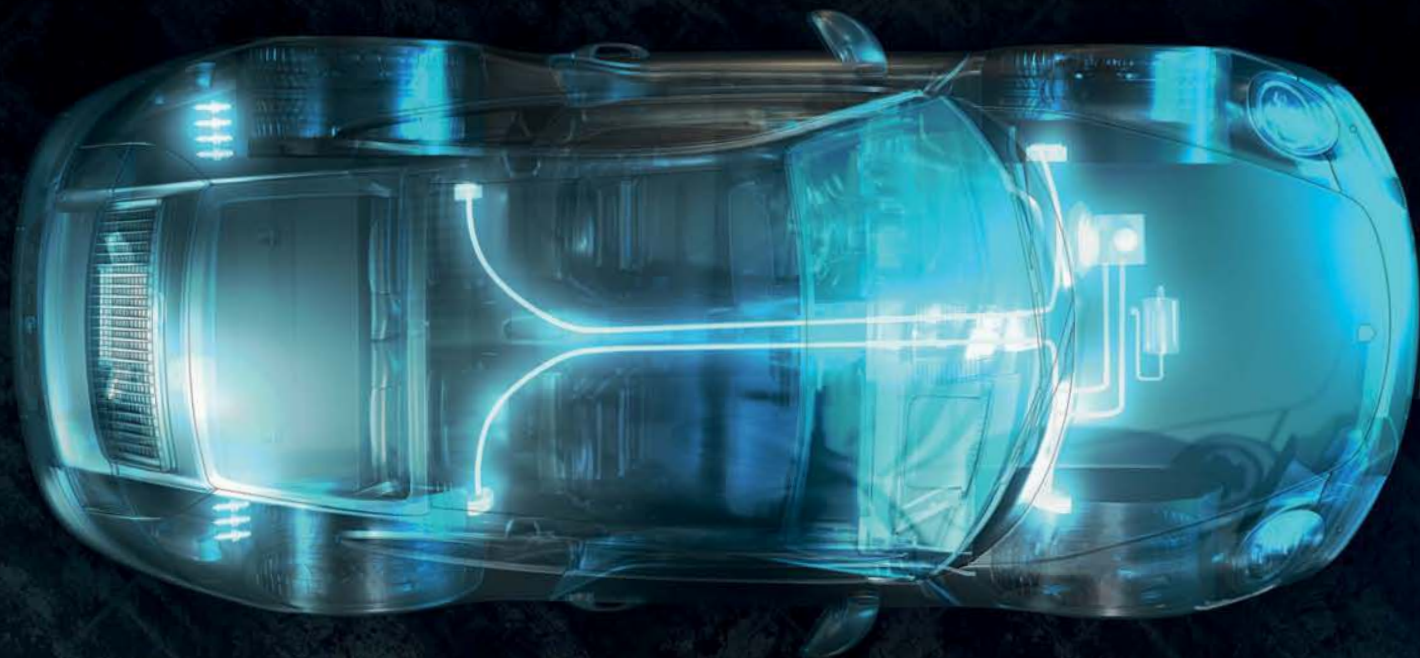
bastion of Porsche's traditional, flat-six, manual sportscar? That will be the Cayman GT4. You want a bargain? We bring you the return of the sub £10k 911. A counterpoint to all things Porsche? How about the Alpine A110 v Cayman T. Modified? TechArt's manic GTstreetRS lives up to the German outfit's extreme reputation. You want DIY? We talk you through a Targa top refurb and a brake pad change. And that's before we get into the columns, the tyre kicking, the auction watching, products and news.

Of course, all of the above is a reflection of the Porsche brand and the Porsche scene. It's endlessly fascinating and absorbing on so many levels and to be too specific would be to miss out, so we'll continue to bring you the *911&PW* take on things via the medium of paper, or a screen if you're reading this in a digital fashion, in the assumption and knowledge that if it interests us, then it will surely interest you, the reader.

STEVE BENNETT
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PORSCHE

THIS MONTH



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ALL THE PORSCHE NEWS AND VIEWS

NEWS

Base model 911 Carrera launched at last * Electric Taycan will be a sell out * Goodwood Porsche charity track day * Amazing Emory Motorsport 356 restomod * Chris Hoy races a GT2 RS at Spa



ENTRY-LEVEL 911 CARRERA RETURNS

Base 911 boosted to 385hp and sub-four seconds to 60mph if you push the right buttons

At last the entry-level 911 has returned. A warm welcome to the new Type-992 911 Carrera, now available in both coupé and cabriolet body styles some eight months after Porsche took the wraps off the new 992 in Carrera S form.

Of course, this is 2019 and the notion of 'entry level' has become rather relative. How so? The new Carrera packs no fewer than 385 metric horsepower from its 3.0-litre twin turbo flat six. That's 15hp up on

the old second-gen 991 model and enough, Porsche reckons, to propel the new car to 62mph in 4.2 seconds and on to 182mph all out.

Select the Sport Chrono option and you can shave another two tenths off the acceleration time. Similarly, you can knock off a further tenth or two for the time to 60mph rather than 62mph. In other words, the base 911 is now a sub-four-second car to 60. Which is fairly preposterous.

As standard, power is delivered to the rear wheels via Porsche's latest eight-speed dual-clutch PDK gearbox. That's the one with space to accommodate an electric motor in future hybrid variants of the 992, due out around 2023 or thereabouts. Just like the Carrera S, therefore, there is no manual gearbox option. Not for now, at least. Porsche promises a manual option will eventually arrive. However, there are a few good

With the widebody look now standard across the 911 range, there's little to distinguish between the S and base Carrera model



As with the Carrera S, the base Carrera is PDK only at the moment. A manual version is promised

reasons why Porsche is seemingly dragging its feet over the introduction of a manual Carrera.

For starters, the vast majority of Carrera buyers choose PDK. In Europe, it's well over 90 per cent. So the manual is hardly high priority. What's more, the new WLTP testing regime is causing a backlog in terms of certifying new models. If there's a queue to get variants signed off, it obviously makes sense to have by far the most popular version certified first. While we're on the subject of sub variants of the base Carrera that are yet to appear, Porsche says an all-wheel-drive Carrera 4 model will be made available soon.

But what else is there to know about the new Carrera? Little has changed on the outside. As Porsche promised, all 992s are

widebody, including this base Carrera. The wheels also carry over the staggered diameter approach of the S model, but downsized one inch at each axle to 19s up front and 20s at the rear. Again, the downsizing is relative. These are still big wheels and the rear section width remains monstrous at 295. The brake discs are likewise very slightly daintier with standard 330mm discs all round clamped by mere four-piston calipers. As ever, larger carbon ceramic brakes are an option.

In terms of technical highlights, it's worth noting the base car gets many of the same driver-aid cleverness as the S, including the advanced Porsche Wet Mode gubbins that uses sensors in the wheel arches to improve wet weather performance and stability. Inside, too, the Carrera is much

the same as the Carrera S.

That means a radically overhauled interior that's both much more modern and takes its cues from the air-cooled era. The same snazzy new infotainment system with a 10.9-inch touchscreen display and comprehensive connectivity is fitted as standard. Oh, and that stubby little gear selector in the centre console makes another appearance.

For the record, the combined fuel consumption under the new WLTP rules is 26.6 to 28.5 mpg for the coupé, while the cabriolet clocks in at 26.2 to 28.0 mpg. CO₂ emissions under the old NEDC regime are rated at 206 to 210g/km. All of which just leaves space for the matter of money. The 911 Carrera coupé starts from £82,793 and the 911 Carrera cabriolet at £92,438.



GOODWOOD PORSCHE CHARITY DAY IS GO

Event in aid of children's hospice enters its 7th year

The annual Porsche Charity Day held at the Goodwood Motor Circuit in aid of the Chestnut Tree House children's hospice in Sussex is set to go for the 12th October. The event first took place in 2013 and it has been generating thousands of pounds for the hospice each year.

It's all centred around a Porsche-only track day on the famous Goodwood race circuit. The track day element is run by Porsche Club GB and there will be a senior instructor available for those seeking tuition. Due to noise restrictions at the circuit, the day is divided into sessions of 15 minutes rather than operating with an open pitlane. For the record, the noise limit on the day is 105dB and your car must be a road-legal Porsche. The circuit is covered by AMRCO Code of Practice for Private Car Track Days.

But that's far from all. At 10am, a paddock meet serves up an opportunity to socialise with fellow Porsche enthusiasts and enjoy a vast array of Porsche models from all over the UK and Europe. Also in the paddock will be a range of club stands, including PCGB, TIPEC and 911UK. PARR

Motorsports will likewise be in attendance with their team of experts on hand to answer any technical queries.

Next up at noon, the parade lap allows owners to participate in a group photo on the grid before touring the circuit. It's the perfect opportunity for those not on the track day to take their pride and joy around the iconic circuit. Note that the full process takes just over an hour, during which time car engines must remain switched off due to noise restrictions.

For those travelling significant distances, there's a new addition on Friday the 11th. Porsche Centre Portsmouth (Lakeside Business Park, Western Road, Portsmouth PO6 3PQ) will be hosting a BBQ on the evening before the main event.

The charity day dates back to 2013, when Jonathan Trees, Tony Clinch, John Rampton and Andrew Wilson thought it would be fun to hire the circuit for a track day. Jonathan was already actively involved in raising funds for Chestnut Tree House through the Teddy Bear Run, so putting the two together seemed like a fantastic fund-raising opportunity.

Being Porsche enthusiasts, they decided it should be a Porsche only event. The rest, as they say, is history. The event is run on a non-profit basis with all proceeds raised after the cost of the motor circuit hire going to Chestnut Tree House. With everyone's help, the event has so far raised over £50,000. Chestnut Tree House has less than £0.07 in every pound it spends funded by the government, so charitable donations are critical. It costs £6850 per day to run the centre, and families are never charged for care.

The organisers would like to thank Paul Robe, Lawrence Stockwell and the team at PARR who have offered invaluable advice and support over the years, along with Chris Seaward, Mandy Sutch and the team at Porsche Club GB who donate their time to both manage the bookings and the track event. They are also grateful for the effort that the crew at Goodwood Motor Circuit put in to help make the day the great success it is.

Head for porschecharityday.co.uk to find out more and for links to the relevant booking websites.

Get down to Goodwood on Oct 12th for the annual Porsche Charity Track Day in aid of the Chestnut Tree House children's hospice in Sussex

OUR TAKE

THE NOT-SO BASE CARRERA

For a certain brand of sandal wearing, cork sniffing, dessicated Porsche enthusiast (your current correspondent pleads guilty as charged), the base Carrera has pretty much always been the pick of the 911 range. It represents Porsche's arse-engined slot car in its purest form.

That applies even to quite modern iterations of the 911. Take the second generation of the 997 series. The base model was a relatively simple rear-wheel drive car, powered by a naturally aspirated motor and available with a manual gearbox. With 345hp, it was plenty quick enough and even came as standard on modest (by modern standards) 18-inch rolling stock. Arguably its 3.6 motor was sweeter than that of the the beefy 3.8-litre S model.

Then again, it had a variable ratio steering rack, stability control that never fully disengaged and a pretty wide footprint for what was ostensibly the base model. If you could therefore say the rot had already set in, what to make of the new base 992? It's turbocharged and cranks out 385hp. It'll hit 60mph in less than four seconds. For now it can only be had with an automatic gearbox. It's only available in widebody format. And it's got more tech than you can shake a USB cable at.

Oh, and its 'smaller' wheels are 19-inch up front and 20-inch

at the rear. It may well still be the pick of the mainstream 911 range. But characterising it as a Porsche for purists is probably a bit of a stretch. Of course, Porsche now has that new 4.0-litre atmo' lump from the new GT4 and Spyder sitting on the shelf. A 992 for cork sniffers? It might just happen.



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EMORY'S UBER 356 RESTOMOD

An RSR, but not as you knew it

Hurl an IMS bearing over your shoulder in certain parts of southern California and it'll probably pinball betwixt half a dozen ultra-extreme 911 restomods. OK, that's a slight exaggeration. But fair to say the megabucks restomod thing is more novel when it comes to the 356 than the 911.

Enter the outrageous Emory Motorsports 356 RSR. Emory is, of course, perhaps the best known builder of high-end 356 hot rods. But even by the Hollywood-based brand's elevated standards, this beast is something special.

To get the headline figures out of the way, you're looking at 400hp's worth of twin-turbo flat four. The car's body started out as a rusted-out 1960 356B coupe. Using their unique fabrication skills, the team set about replacing the original car's rusted bodywork with wider, more aggressively profiled aluminium panels, with certain sections hand rolled on an English wheel in a process similar to that used by fabricators in the original Gmünd factory.

Nice enough, but ultimately so what, you might be thinking. Well, that body was mated to none other but a 964 chassis, allowing Emory to fit aggressive KW coilover suspension, wider, grippier tyres and larger 964 brakes. Oh, and that flat-four engine we mentioned a moment ago? Just like the removable aluminium body, it too is a completely custom design.

Designed and built in conjunction with Oregon based Rothsport Racing, the architecture of the motor is all 964, but a new case and crank was developed to allow the team to downsize the engine, 356-style, to four cylinders while two Garrett turbos make up for any loss in power. As it happens, those two turbos are mounted in an exposed location at the rear of the car in the style of a Porsche 935.

Want more details? The pedal boards, air intakes and dashboard are all formed from amber glassfibre, like in a 917, there's a knurled boost control knob from a 935 located to the right of period correct dials, while the custom-made bucket seats feature a Nomex style fabric, similar in aesthetic to that of the material used in the original 908.

"We wanted to pull all the best pieces from various models and years of Porsche and bring them together in a package that is fun, exciting and kind of mind blowing", shop owner Rod Emory explains.

"The RSR is a no boundaries little hot rod. Too many people are worried about what others are going to think. I want to build cars in the way that I want – some are going to love it and some are going to hate it, but at the end of the day I think people will appreciate it no matter what because of the level of detail, workmanship and craftsmanship that went into making it."

Emory Motorsports' amazing restomod 356 mixes a 356B Coupe body and 964 underpinnings and even a chopped down 964 motor to create a twin-turbo flat-four with 400bhp

TAYCAN PRE-ORDERS HIT 30,000

Pure-electric Porsche may outsell 911 in its very first year

Porsche's all-electric Taycan has yet to be fully revealed. But just over a month before its Frankfurt motorshow debut, the most radical new Porsche in living memory has racked up over 30,000 reservations.

That's enough to support earlier suggestions that Porsche has increased its annual sales expectations for the new model from 20,000 units to fully 40,000. To put that into context, Porsche found homes for 35,600 911s in 2018. Thus, the Taycan could outsell the 911 in its very first year.

On paper, the big challenge for the Taycan will of course come from Tesla. Fortunately for Porsche, however, the closest competitor for the Taycan from Tesla also happens to be the electric car specialist's oldest offering. The Model S dates back to 2012 and Tesla has not detailed any plans for its replacement.

Tesla has been navigating well-publicised financial and production problems of late. With its attention currently on scaling production on the more mainstream Model 3, not to mention developing a number of pre-announced products that have yet to go on sale, including Model Y, the new Roadster and the Semi truck, it may be some time before Tesla brings a replacement for the Model S to market. It certainly looks like there's an opportunity for the Taycan to make a significant impact on the EV market while Tesla gets its house in order.

However, what remains to be seen is if Porsche can actually hit the sorts of production volumes mooted. Porsche initially set a production target of 20,000 units per year based on a two-shift system at its newly-developed production facility for the car. By its own account, Porsche has been rapidly building capacity in recent months. Porsche recently said it had hired 1000 of the 1500 new workers required to build the car.

However, with the training process for electric car assembly reportedly taking as long as six months, it may be some time before production is up to full speed. Similarly, some major elements of Taycan production are out of Porsche's control. Porsche has revealed little by way of detail regarding the Taycan's 90kWh battery pack. It will be produced by German automobile supplier Dräxlmaier in a new facility in Stuttgart. Whether Dräxlmaier is ready to crank out 40,000 battery packs from year one remains to be seen.

The new Porsche Taycan is a sell-out already, with pre-orders of 30,000





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FORMER PORSCHE R&D BOSS CHARGED IN GERMANY

Dieselgate rumbles on

Wolfgang Hatz, a senior figure in the VW Group and head of R&D at Porsche from 2011 to May 2016, has been charged with crimes relating to the so-called Dieselgate scandal by German prosecutors in Munich. Hatz was originally arrested in Germany in September 2017 and then released on bail in June 2018. He's joined in the new German indictments by three further defendants including Rupert Stadler, who was CEO of Audi as recently as October last year.

The public prosecutor's office in Munich said Hatz, Stadler and two other defendants, thought to be engineers, are being charged with fraud, false certification and criminal advertising practices. Stadler specifically is accused of being aware as early as 2015 that cars were being sold with 'cheat' devices. Lawyers for both Hatz and Stadler have denied any wrongdoing. The Munich prosecutor's office said investigations against 23 further suspects continue.

In April, former Volkswagen boss Martin Winterkorn was the first really senior figure from the VW Group to be charged in Germany with crimes relating to the scandal. Winterkorn was charged with aggravated fraud, infringement of competition law and embezzlement. It's argued Winterkorn failed to disclose illegal manipulation of emissions to authorities in Europe and the US after he

became aware of them.

For the record, the Dieselgate scandal mostly centres on software designed to bypass strict emissions testing in the US. The software restricted the emission of harmful nitrous oxide (NOx) when it detected that the car was undergoing lab testing. But when driven in normal road scenarios, the cars emitted up to 40 times more NOx.

Similar software is thought to have been used in millions of VW Group cars. However, the latest German indictments reportedly cover around 430,000 Audi, VW and Porsche-branded cars sold in the US and European markets.

As further details of the scandal have emerged, the scale of the deception has grown. As far back as 1999, Audi is thought to have been using software to cheat emissions tests.

Intriguingly, in 2007 Hatz criticised Californian emissions regulations planning as being too ambitious. "I see it as being nearly impossible for us," he said. At the time he was head of engine development for VW. All in all, it's a rather sad end to a career that spanned highlights including project manager for the S13 engine in the original BMW M3 and Porsche's F1 engine programme in the early '90s.

PORSCHE'S PSEUDO RACERS STRUT THEIR STUFF AT SPA

Olympic legend Chris Hoy among the runners and riders

Two very special GT2 models celebrated their race debut at the 24 Hours of Spa in Belgium. Not actually in the 24 hour race itself, but in short 30 minute sprint races on the Friday and Saturday before the main event. The cars in question are the closely related 911 GT2 RS Clubsport and the reborn 935.

15 cars contested each sprint with Norway's Egidio Perfetti winning both races behind the wheel of a 935. However, Hoy placed 5th and 6th respectively aboard a GT2 RS Clubsport, a very creditable result given the field was packed with serious pro race talent including FIA-WEC drivers Christian Ried and indeed Perfetti, James Sofronas who contests the 2019 Blancpain GT World Challenge America, and two Creventic 24h Series drivers, Steffen Görig and Mark Ineichen.

Hoy, of course, ran in the fiercely competitive Porsche Mobil 1 Supercup championship at Silverstone earlier this year, giving him an intriguing reference point from which to judge the new not-quite race cars from Porsche.

"There's a significant difference between the Cup car and the GT2 RS Clubsport," Hoy said after the races. "The Clubsport is essentially a road car that has been converted into a track car, so there are a lot more similarities

between that and the road car.

There's a huge amount more power [in the Clubsport] for a start. In a straight line it is absolutely awesome. And there's also a lot less grip; the car moves around a bit more, although it is more progressive as there is less aero.

The braking is also ABS assisted, so you can just smash the pedal [in the Clubsport] and it takes care of it for you, where in the Cup car you have to be more precise and delicate – it's a trickier car to get the best out of."

But what does Hoy actually enjoy more, a Cup car or the new track toys? "I think the Clubsport," he says. "I've driven some fast cars – LMP2s and GT3s – but there's nothing quite like that surge; the initial straight-line pace you get when the turbos kick in. It is absolutely awesome and puts a smile on your face. Racing around Spa with 700PS under your right foot is quite an experience."

Hoy is also familiar with the plain old road-going GT2 RS. So how does that shape up versus the track day specials? "You'd be surprised how similar the Clubsport is to the GT2 RS road car," Hoy reckons, "because underneath all the bodywork, it is essentially a standard GT2 RS, which just goes to show how impressive a product it is."



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We can all agree that rotten nuts and stuck studs are truly tiresome. Enter our friends at Stuttgart Classica. Their solution involves a full set of 6AL4V titanium studs and flange nuts for corroded heat exchanger mounting hardware on air-cooled 911s. The factory studs are manufactured from a relatively low quality steel that's prone to corrosion and can require significant work to remove when changing heat exchangers or repairing blowing exhaust manifolds. These kits provide outstanding corrosion resistance and offer equivalent strength to a grade 10.9 steel. The design of the studs incorporates a 'dog' point to allow the stud to be tightened into the cylinder head. Prices start from £195 plus VAT including free UK shipping. Worldwide shipping is available via stuttgart-classica.co.uk



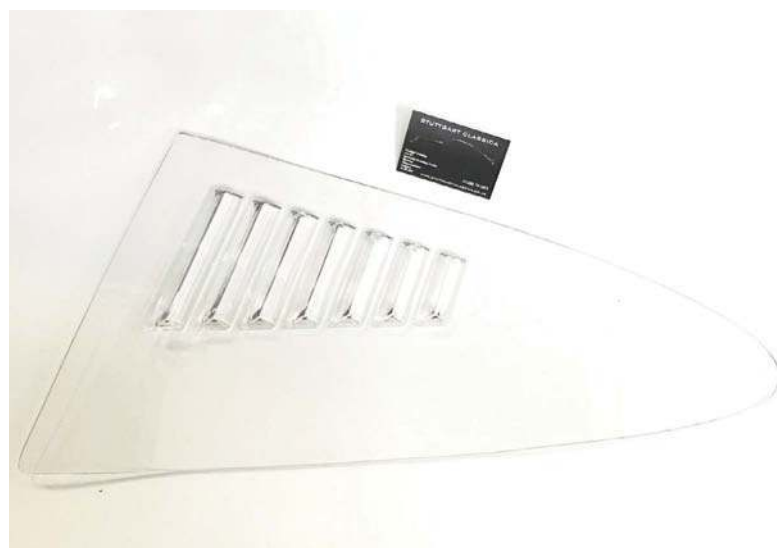
STRUT YOUR STUFF

Bolt-on modifications for modest money that can be easily and entirely reversed. That's our kind of low-pain upgrade. By way of example, how about Stuttgart Classica's new strut brace for 964 and 993 models? Described as a bolt-on strut brace, it mounts across the front suspension turrets. No modifications are required, the part simply bolts to existing mounting points. Stuttgart Classica says the brace is also designed to work with their rather nifty looking 90L all-alloy fuel tank with centre fill. Manufactured from aircraft grade aluminium, the brace is sold as standard in a natural finish, but can be powder coated black or, indeed, a custom colour at extra cost. Prices kick off at £395 plus VAT with free UK shipping. Refer to stuttgart-classica.co.uk for worldwide shipping.



GET A LITTLE R-SY

If Porsche specials are in vogue currently, Porsche's lightweight specials are surely the most fashionable of all. So why not add a little lightness to your air-cooled classic with these replacement side windows from Stuttgart Classica. Fashioned from curved acrylic, they're designed to precisely match those of the daddy of lightweight 911s, namely the 1967 911 R. While even the most aggressive weight-loss programme for an air-cooled will probably struggle to match the R's insane 800kg-ish kerb weight, these quarter lights weigh just 400g a pop versus the 2kg per side of the original glass items. So that's over 3kg saved. The windows are available in both fixed and opening styles and pricing is £595 plus VAT for the pair including UK shipping. As ever, Stuttgart Classica is happy to ship worldwide.





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Full-sized fire extinguishers bring a certain track-honed toughness to a car cabin. But they can be bulky. Element's compact alternatives are claimed to be 80 per cent smaller with five times the discharge. But how to mount them, that's the question. The answer comes from Rennline in the form of these newly developed adapters. They allow the Element to be mounted to Rennline's popular vehicle-specific seat mounts. Now you can keep your Element extinguisher securely mounted and within reach as required by most competition sanctioning bodies. The mounts are milled from billet aluminium for strength and light weight and priced at just \$39.95. Or about £35 in old money plus taxes, any duties and shipping from rennline.com.



STEEL YOURSELF

Brake lines from Rennline. There's an easy branding opportunity. We give you the new, well Rennlines. These stainless steel DOT-compliant braided brake lines are said to provide a quicker, firmer, more consistent pedal response by maintaining consistent brake pressure. More precise brake modulation, especially during threshold braking, is another upside. Rennline says the improvement in pedal feel is more dramatic on older vehicles where the factory rubber line may have softened and swelled due to age. The lines are composed of a Teflon inner that carries the brake fluid, which is then covered with a layer of stainless steel woven braid. The lines are available for a wide range of ancient and modern Porsches for \$75 a pair or about £67.50 plus tax, duty and shipping from rennline.com.



STAY FROSTY

Heater control knobs are just one of a long list of interior items in a period 911 that can look a little past it. Handily, Rennline's new billet aluminium heater control knobs are the perfect inexpensive interior upgrade for any Porsche equipped with this feature. The factory heater control knobs become faded, cracked and generally unsightly after many years of exposure to UV light. Rennline billet knobs are machined from 6061 aluminium and are available in red, silver or black anodised finishes for a durable, long lasting appearance. Simply tap off your old knob, and tap the new ones on, installation is literally a snap. Of course, the aluminium construction means they won't suffer the same fate as the originals. Pricing is \$24.95 plus tax, duty and shipping from rennline.com or about £20.



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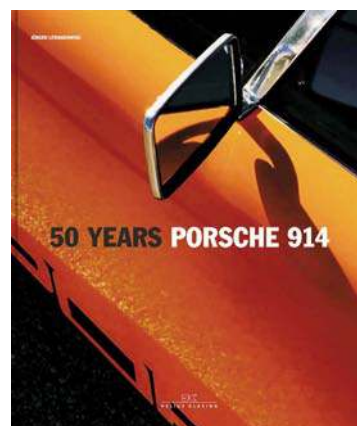
TREATS FOR TRANSAXLES

No longer the illegitimate backstairs sprogs of the Porsche family, the transaxle cars are now getting the love they deserve. Especially from the likes of Woolies Workshop in Solihull, near Birmingham. Woolies specialises in parts for transaxle models, including the 924, 944 and 968. Its latest influx of treats for transaxle cars includes everything from contact breakers and fuel line unions for 2.0-litre 924s, to a leather steering wheel (sans centre) for an early 944, a window switch trim for same, sun visor clips for 924, 944 and 968 models and a lovely original 924S handbook. Put simply, if Woolies hasn't got it, it probably doesn't exist. You can browse the full range of goodies at wooliesworkshop.com. For the record, Woolies also offers full restoration and repair services for these models.



50 YEARS OF 914

Born in 1969, some call it the Porsche 911's little brother and say the 914 was the result of a marriage of convenience of Volkswagen and Porsche. For sure, both brands fancied a small, modern and affordable sports car for their product range. Whatever, the result was a light mid-engine sports car with a lively road performance and a simple, unfussy design that's looking ever better at 50 years young. Today, the 914's DNA lives on in the 718 Boxster and Cayman models. This brand new volume, *Porsche 914: 50 Years* (ISBN-10 3667114583), includes the result of thorough research courtesy of the Porsche and VW archives. There's also rich photography, a wealth of technical data, details of the car's development, model history and racing appearances. Yours for £29.25 in hardback from amazon.co.uk



SOMETHING SPORTY

Five hundred and ninety one horsepower. In 1995. Thanks goodness it had all-wheel drive. The RUF CTR 2 was a spiritual successor to the infamous Yellowbird. Just 16 standard models were built with a further 12 Sport models also produced. Back in '95, the CTR 2 was probably second only to the mighty McLaren F1 when it came to outright performance. RUF claimed 217mph all out and 60mph in 3.8 seconds. Nearly 25 years later, suffice to say the CTR 2 will still blow the doors off all but the quickest of modern machinery. No need to worry about bothersome hot hatches. Of course, even if you can afford the real thing, they rarely appear for sale. So why not snag this gorgeous 1:18-scale recreation by GT Spirit from selectionrs.com for €109.95 or about £100 in real money.



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1974 Porsche 911S Targa Stock #11114

The 1974 Porsche 911S Targa with matching numbers is available in its original color code#516 desert beige with a tan interior. It comes equipped with a 5-speed manual transmission, Fuchs wheels and includes the spare tire and tool kit. This car is mechanically sound.

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1997 Porsche 993 Cabriolet Stock #10588

The 1997 Porsche 993 Cabriolet featured here with 90,827 miles on the odometer is available in 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.

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This very presentable 1983 Porsche 911SC Sunroof Coupe shown here with matching numbers is available for sale in red with a grey interior. It comes equipped with a manual transmission, air conditioning, power windows, and Fuchs wheels. This is an excellent weekend driver which is also mechanically sound.

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This 1968 Porsche 912 Coupe with matching numbers is available in its original color code#6806 Irish green with a black interior. It comes equipped with a 4-speed manual transmission solid wheels and includes the spare tire. This is an excellent original car which is mechanically sound.

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1987 Porsche Carrera Targa Stock #11047

This 1987 Porsche Carrera Targa with matching numbers comes in Grand Prix white with a tan interior. It comes equipped with a G50 transmission, air conditioning, power windows and Fuchs wheels. This is a very presentable and excellent original car which is mechanically sound.

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1965 Porsche 356C Coupe Stock #11078

This excellent original one owner 1965 Porsche 356C Coupe was purchased new at the Stuttgart factory. It is shown here with matching numbers and is available in its original color code#6402 ruby red with a black interior. It comes equipped with a manual transmission, dual carburetors, dual headlights, solid wheels and includes the spare tire, owner's manual, original service booklet and some service documentation. This is a very rare one-owner example with original documentation. The Porsche is also mechanically sound. Don't miss out on this one.

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1968 Porsche 911L Soft Window Targa Stock #10296

This very rare and collectible 1968 Porsche 911L Soft Window Targa is available in this gorgeous color combination of brown with a black interior with Pepita inserts. It comes equipped with a 1968 period correct 2.0 liter with a manual transmission and Fuchs wheels. An extremely clean and presentable vehicle which had the same owner for many years. The Targa is a limited production and is also mechanically sound.

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LETTERS

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YUPPIE'S FAVES

Great piece in issue 304 of *911&PW* – Johnny Tipler's Yuppie's faves and bright red Turbo and Turbo look 911s. It really brought back memories from a time I look back on fondly.

My late cousin, Tim, sold Porsches in 1985 and 1986 at a large dealer outside Washington DC. Times were good, and the dealership would let him take home any car of his choosing as his personal demonstrator. Lots of these cars ended up at my house. Indeed, many of them felt my own gentle ministrations. I drove every single new Porsche for 1986, including the first 944 Turbo on the East Coast. Imagine!

Also, it happens, my wife was a stockbroker for Merrill Lynch during the '80s, having abandoned her rather pedestrian teaching career for something a bit faster paced. Her memories of the '87 crash are less rosy. She left that racket after six awful years to go back to teaching and has never regretted that move.

Anyway, enough reminiscing. Always delighted to see JT's work in the magazine. Cheers!

Terry Thomas, via email



Winding back the years. Red, widebody 911s will forever be associated with the Yuppie '80s, it seems

935: THE OLD V THE NEW

It was interesting to read Andrew Frankel's take on driving the original 1977 'Baby' 935 against its modern 911 GT2 RS based incarnation at the Goodwood FoS (*911&PW*, Sept 2019 issue). I was at Goodwood and so witnessed both going up the hill, although I can't say whether it was Andrew driving each.

What I can say, though, is that the older car, made by far the bigger and more impressive impression to me as a spectator. Loud, clearly truculent to drive and of course evocative to look at in Martini livery and with those massive wings, it's what Goodwood is all about and why I go.

The new car is just a pastiche and it whooshed up the hill with little drama. Andrew may have been enjoying it inside the cockpit, preferring it to the old car, but it left me cold, particularly as Porsche has seen fit not to even fit it with a manual gearbox. Presumably those that have ordered one as an expensive track day toy feel that the art of changing gear is beneath them!

Norman Jones, via email

Steve Bennett replies: I think Andrew's point was that the 'Baby' 935, with its tiny 1.4-litre, flat-six turbo, was rather constrained on the Goodwood hill. Still, nice to have the opportunity though



TIME TO REINVENT THE 911?

Here's a radical proposition. I've just taken an extended test drive in a new 992 model 911 at my local Porsche Centre. I'm thinking of replacing my gen 2 997, which is getting on a bit now and I've been encouraged by what I've read about the 992, over the 991.

In many ways, I was very impressed. Who wouldn't be given the advances made over the 997, which, after all, is pretty ancient based, as it is, on the 996. But, as yet, there isn't a manual and while I could wait for one to appear, the thing I can't live with is the sheer size of the 992 and its slightly numbing proficiency.

I know, that sounds like I'm simply repeating what many have said and what has been said in *911&PW*, but now I've tried it I agree. And big cars need massive wheels and tyres and massive brakes and they weigh more and... well, I'm preaching to the converted, so I won't continue to ram the point home.

So, my radical proposition: Is it time for a leaner 911. I don't just mean a lighter 911,

but a whole new model, lighter and smaller, with perhaps even a smaller engine from the Boxster or Cayman in the back. A modern 912 even? I'm just throwing the ideas out there, but the more the 911 is developed, then the less of a 911 it becomes, to the point that the only similarities that exist now is the location of the engine and basic silhouette. Porsche has left the 911 behind and created a whole new model in effect. Sure, there will be the GT models, but their limits are beyond what's acceptable or practical for a road car.

Perhaps you should start a campaign! Anyway, as it stands, it looks like I'll be sticking with my 997 for a while yet. As you've said before, it's surely the sweet spot of the modern 911 era.

John Venables, via email

Steve Bennett replies: John, needless to say, we wholeheartedly agree. A whole new rear-engined Porsche would/could be a fabulous thing



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THE USUAL SUSPECTS



CHRIS HORTON
911&PW's
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An unexpectedly busy week in August saw Chris Horton drive some of the latest cars at the Porsche Experience Centre, have a new garage door installed and his BMW's fuel injectors overhauled – and see inside the very same VC-10 he travelled on more than 50 years ago

DEAR DIARY...

Monday, 5th August: to the Porsche Experience Centre, Silverstone, to drive, well, new Porsches. Lots of them. And lots of fun it was, too. I must be twice as old as most of the other scribblers and bloggers, but age brings gravitas – or so I keep trying to tell myself, anyway.

It was informative and educational, as well. I learned, for instance, why left-foot braking in a two-pedal car (here a 991) is fine on the road, but less advisable for the circuit – unless you are using a full harness. Without your left leg braced against the footrest you tend to slide forward as the car decelerates, and it's difficult to modulate the pressure you apply. I am complimented on the smoothness of my 'inputs' – brake, throttle, steering – but my instructor suggests I might usefully come off the brakes a bit less abruptly. 'It's not a switch,' he says. 'Release the pedal more gradually, and there's less chance of a sudden weight transfer upsetting the car's balance.'

An off-road passenger ride in a Cayenne next, which reminds me of the more exotic terrain over which I have driven various iterations over the last decade and a half: southern Spain, on one of the early press launches in 2003; Lapland, north of the Arctic Circle, in the depths of winter; and not least the 'sand sea' outside Dubai City – very *English Patient*, if you remember that beautifully crafted movie. The latest models – all now with petrol engines – remain as staggeringly competent as ever, but I wonder how many owners will use even a tenth of their capabilities. And I hope that touch-screen control system proves to be as robust as the rest of the vehicle feels.

A pair of 718s next: a Cayman, then a Boxster 'S'. My only other drive in either was here three years ago, and the piece I wrote then – for *Porsche Post* – might be said to have followed the herd by commenting on the soundtrack of their four-cylinder engines. But I think we are right to be critical. No wonder Porsche will be building six-cylinder 718s, presumably now that its hybrids and soon the all-electric Taycan will reduce its emissions to planet-saving levels. 'The Cayman is a bit less refined than the Boxster,' agreed my new instructor, 'with more of the engine effectively inside the cabin.' No kidding. It sounded like a 1968 Beetle when I started it, with a suspicious tappet rattle for the first few minutes, but the racket diminished (a bit) as the engine warmed up.

And he was right: the Boxster ('S') is

markedly better in the sound-effects department. More grunt, of course, which usually (but not always) helps smooth over any other shortcomings – and certainly less harsh. We do a couple of runs up the so-called ice hill and over the fiendish kickplate – designed to mimic the effect of a sudden skid – and as usual I surprise myself by being able to catch the resulting slide three times in a row. Quitting while I am ahead, we return to the other end of the site for a couple of runs on the aptly named straights in Launch Control mode.

Aimed at the PlayStation generation rather than (I hope) we gentlemen of advancing years, this enables you to hold the car stationary on the brakes – with your left foot, of course – and to floor the throttle until the engine is bouncing off the limiter. Off the brake pedal – no gradual release is here either necessary or desirable – ignore the expensive-sounding thump from the drivetrain, and marvel that in a few heartbeats you are heading for escape velocity. Earlier, we had been reminded that all new Porsches must be capable of decelerating from 62mph in half the time it takes to reach that speed, and the Boxster 'S' more than delivers. (Spare a thought, though, for the discs and pads in the current 911 GT3 RS, which can hit 62mph in 3.2 seconds. That means it has to be able to stop again in just 1.6.

Finally, another road run, this time in a Panamera e-Hybrid. (Just remembered: we had a morning trip in a Macan, which although pleasant was about as exciting as a glass of warm water.) But what a glorious machine that Panam is. (Regular readers will recall my enthusiasm for Porsche's Battlestar Galactica, but it is the best overall package the company offers.) I have an arguably Luddite suspicion of electric road traction but, given that this eco nonsense is not going to go away, hybrids are surely the way ahead – and especially when they offer this kind of seamless transition from one power source to the other, and the miserly 'harvesting' of energy from even the slightest reduction in throttle angle. Again,

I have to question the massively complicated control system, but there is no doubt that, brand-new and working perfectly, this car is a sublime way of getting from 'A' to 'B' – via 'Z', if you can find even the slightest excuse.

Perhaps the most informative experience of the day, though, certainly in terms of showcasing Porsche's current 'ethos', came as I drove away from the circuit in my own ancient BMW 528i. Behind me was a Cayenne, which as we followed the twists and turns of the perimeter road I could see in the mirror was one of the new Coupé models. (What's with these SUV fastbacks? Apart, that is, from working up some quite modest additional business from what must still be a hefty investment in terms of design, tooling, and type approval.) OK, so Porsche's offering is better looking than the Mercedes GLC or the hideous BMW X6, and we know that, with the same chassis as the vehicle I was in earlier, it has the same go-anywhere abilities.

But then, out on the A43, the driver overtook me, and I could see the full horror. Unlike – as far as I am aware – the Merc and the BMW, Stuttgart's finest 4x4 has a self-raising rear wing which, as on the sports cars, where it might be argued to have a genuine purpose, cranks itself up into the slipstream at some absurdly low pre-determined velocity (90km/h, actually, or 56mph). Seriously? So a Cayenne 'Saloon' is with the appropriate engine, and aerodynamic aids subtle enough to be effectively invisible, capable of cruising at 150mph or more. But lower the rear roofline and at less than 60 you need some daft piece of plastic to keep it securely planted on *terra firma*. No thanks.



There appears to be not a single photo on the Porsche press website showing the Cayenne Coupé with its aerodynamic rear wing in action, so this shot – from the same source – will have to suffice. And even in the video clips available you have to be paying close attention, or you will miss the few fleeting glimpses. Could it be that the press office quietly shares Horton's views about the hideous excrescence? We couldn't possibly comment...

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



DAN TRENT



STEVE BENNETT



BRETT FRASER



KEITH SEUME



PAUL DAVIES



JOHNNY TIPLER



JEREMY LAIRD

Tuesday, 6th August: back at *Werk* Horton, a new roller-shutter garage door is installed to replace the up-and-over monstrosity I have been struggling with for the last 31 years. The mountain of junk I had to move to give the fitters access to the two front corners was embarrassing – and exhausting – but well worth the effort.

Gone, too, is the decaying wooden frame, and the obstructive horizontal runners along which used to slide the supporting rollers at the top corners of the

door. Now all I have to do is stand there with a 'remote', and let the electric motor do the work. Additional benefits include guide channels sealed against the walls with the ubiquitous white silicone, and a rubber seal along the bottom edge of the shutter – ideal for when I am pressure-washing cars on the driveway. Speaking of which, that has long been a bit of a squeeze for all the vehicles I routinely cram onto it, but now I can back them right up to the door and still open it.

The supplier was Bedfordshire-based

Chiltern Doors (chilterndoors.com), which I discovered via a Facebook post. And I am giving them a 'plug' not because they did me any special deal, but because they carried out a good job at a reasonable price. That included a key-protected override mechanism – there's no other way in to my garage, so there has to be some means of opening the door after a power failure – and disposal of the old metal door. I greatly enjoyed seeing that cut in half and carted off in the back of the fitters' Sprinter.

Wednesday, 7th August: to Bushey, near Watford in Hertfordshire, to have the Bosch fuel injectors from my BMW M535i cleaned and overhauled by Roger Friend at Asnu, which company has been making welcome appearances in these pages since 2002.

The poor old E28 has been standing on the driveway for years, but a few weeks ago I had to move it so the neighbours could have some trees felled, and that has prompted a burst of activity. Despite finally managing to remove the speed and reference sensors it seems I am still going to have to take out the engine and gearbox, but that will at least enable me to tackle a number of other tasks – and Neil Bainbridge at BS Motorsport has offered me the use of a two-post lift to save me crawling under the car on the driveway.

I hadn't seen Roger for several years, and in fact he is now in well-deserved retirement, but he likes to keep his hand in,

and enjoys still being a valued part of a close-knit team. Remarkably, the injectors were in amazingly good shape, and would have worked well enough when I get the engine running. But it would have been foolish not to service them while I had the chance. And I urge any 944, 928, Carrera 3.2 or 964/993 owner to do the same.

No less fascinating than watching Roger at work was getting on to the subject of his earlier careers in motorsport and the retail tuning industry – and which I can't believe I didn't know about. Or perhaps I did, and shamefully had forgotten. Either way, he was a close friend of the late James Hunt, and recalled the times the pair of them spent as journeyman drivers on circuits across Europe, desperate to keep their cars running for the two race laps that would earn them the start money on which they lived. Heating a tin of baked beans on a Camping Gaz stove in the back of a van is

not something you can imagine Lewis Hamilton or his chums ever having to do.

Inevitably Roger also has a cache of stories about many other well-known drivers of the period – most far too colourful to repeat here, even long after the passing of many of those concerned – and with the restorations of a number of classic race and road cars under his belt I have naturally urged him to write a book. It would surely be a page-turner for any enthusiast.



Horton's E28 BMW injectors – essentially identical to those in most Porsches of the period – receiving treatment on Asnu's specially developed testing and cleaning machine. Despite having stood idle for many years, they were all in good order, but ultrasonic cleaning and new filter 'baskets' could only make them better still. This shot shows them at the end of the process, the consistency of their flow rates plainly visible from the liquid levels in the tubes

Thursday, 8th August: to the Brooklands Museum at Weybridge, Surrey, where they have on display the fuselage of the Vickers-built BOAC VC-10 in which my family and I flew to Accra, the capital of Ghana, in 1964.

How do I know this? Because I still have the BOAC Junior Jet Club Log Book which, as an eight-year-old, I was given by the airline to record the occasion, signed by the captain and showing the date (Saturday, 10th October), the type of aircraft and its registration (G-ARVM), and not least the duration and length of the journey.

Sadly, Victor Mike, as it became known, has long since been parted from her (his?) wings and iconic and beautiful tail, as well as the four Rolls-Royce engines. The original seats are long gone, too, replaced in part by some from a later RAF VC-10, and the flight deck – which I remember being invited to visit, somewhere over the Sahara – is a shadow of its former self.

Even so, it was a remarkable experience – both then and now – and frankly quite emotional. Call me sentimental, but I simply had to ring my now 92-year-old mother and paint a verbal picture of where I was standing at that moment, and I think even my sister, in 1964 aged only four, and latterly not noted for her enthusiasm for

times so long past, was moved by my subsequent Facebook post.

That aside, the Brooklands Museum is a fascinating place. In fact, I quite often worked there for a period in the 1990s, when as editor-at-large for *Your Classic* magazine I was one of a group of us who used one of the buildings as a workshop for our how-to stories. Sound familiar?

The place has changed a lot since then, with the restoration of several buildings, and the addition of at least two more. Much of the original 'fabric' remains, though, including the extraordinary Stratosphere Chamber, used to replicate the low temperatures and atmospheric pressure found at high altitude, and without which the post-war British aircraft industry would have struggled to build anything more sophisticated than a Hawker Hurricane.

It is remarkable to think that this facility was in use until as recently as 1980, or that even in 1994 I was unaware of its existence. Anyway, I urge you to visit. Poor old Victor Mike isn't going to be there for ever, standing outside in the weather, but there's much else to see – not least a fully intact Concorde, also outside – and that Stratosphere Chamber alone is worthy of UNESCO World Heritage status. **PW**



A compulsive hoarder he may be, admits Horton, but keep a piece of ephemera long enough and it can become a valid historical document. BOAC Junior Jet Club Log Book records the family's 1964 flight to Accra as 3250 statute miles in length, and covered in six hours and 25 minutes – and it can't be much quicker than that today. The aircraft was a then almost brand-new Vickers VC-10, and remarkably the fuselage survives, at the Brooklands Museum in Surrey



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FRANKEL

Our man, Frankel, can be excused for not recalling, or even knowing about the one-year wonder that was the 912E, but he's certainly right in naming and shaming it as the slowest Porsche to rock the 911 look. Then, there's the tale of Porsche's first Can-Am win, Karl Ludvigsen's essential and updated Porsche bible and a dialled in confessional



ANDREW FRANKEL
The Porscheophile

912E: LIFE IN THE SLOW LANE

What's the slowest 911 Porsche ever made? As you know it's the ultimate 911-themed trick question, because the car in question wasn't badged a 911 at all, but a 912. Actually, the 1.6-litre, flat four 912 was a pretty blameless

car, offering better than expected performance because it was so light (well under a tonne), not to mention better balanced handling than other short-wheelbase 911s because its mass was more centralised so its reduced weight was more evenly distributed. I only drove one once and not far, but I could see it had its place.

But it turns out I was wrong about it being the slowest 911. In fact there's another 912 I've either completely forgotten or, worse, didn't even know existed until yesterday. That was the day that found me indulging one of those displacement activities known to all who are paid by the word. In my case I was surfing around the television networks when I chanced across an episode of 'Wheeler Dealers', a show you might know, presented by Mike Brewer whom I've known for years. Indeed if you're really unlucky you might find

another episode in which he pretends he's never seen me before in his life, before selling me a 1958 2CV which I still have.

Anyway, this time around Mike was in the US and had found a thing called a 912E. Turns out that in 1975, six years after it killed the 912, Porsche produced this car for one year only as a bridge between the departure of the 914 and the arrival of the 924. It is the only 911-based car to be powered by a 2-litre flat four engine and, thanks to the fuel injection and emissions clobber it had to carry, it seems it may have been fractionally less powerful even than the older 1.6-litre 912. I'm talking 87bhp all in, developed at just 4900rpm, on a compression ratio of 7.6:1, which wasn't actually that much more than that of the 911 Turbo of the same era.

Apparently it would eventually struggle up to 115mph, which says far more about the aero efficiency of the car's shape than the power of its engine. As for acceleration, I expect it would be of 0-60mph in the same day proportion. Porsche sold the car only in the US, probably very sensibly. At least anyone trading their 912E in for a brand new 125bhp 924 would have thought they'd just bought a rocketship.



Porsche built the 912E in 1975 for the US market. With an 87bhp 2-litre, flat four it was a stop-gap until the 924 arrived. An interesting curio, and of value due to its 911 bodysell. And those VW engines can be quite usefully tuned...

PORSCHE'S FIRST CAN-AM WINNER

Another trick question. Who was the first person to win a Can-Am race in a Porsche? Some might say it was Mark Donohue in the mighty 917/30, but others will know he got injured early in Porsche's 1972 debut system and it was George Follmer in the 917/10 who first took a win for the factory Porsche team. But that wasn't the question.

In fact the first person to win a Can-Am race in a Porsche, rather than for Porsche, was an Englishman called Anthony Gordon Dean. And if you've heard of him, I'm impressed.

Tony Dean was one of happy clan of European racing drivers who spent their seasons trailing their race cars around the continent, living on the start money provided for the races they entered. It would never make you a millionaire, but if you were careful you could get by and have a ball in the meantime just so long, of course, as you weren't killed or maimed in the process. Dean was already quite old when he started this process at the age of 33 in 1965. And by the end of the decade with his chance of a front-line single-seater



A footnote in Porsche's Can-Am history, but Brit racing driver, Tony Dean, actually scored Porsche's first Can-Am victory at Road Atlanta in 1970, in his privately entered 908

career gone, he turned his attentions across the Atlantic to the even more carefree world of Can-Am, racing an ex-factory 908/2 despite the fact that its 3-litre engine was less than half the size required to come anywhere in that discipline. Usually.

But at Road Atlanta in 1970, the fates made an exception. The 908 may have been woefully underpowered compared to the McLarens, Lolas and Chaparrals with their monstrous 8-litre plus Chevy motors, but it was a Porsche. And Dean figured that in this series of high attrition, if you were just around at the end you were likely to come somewhere and, therefore, earn something.

He lined up 10th on a grid of 31 cars, a pretty amazing achievement on a fast circuit given almost all would have up to

double the 908's 375bhp. The race started and for ten laps nothing much happened. But then leader Denny Hulme's McLaren tangled with a back marker and was out. Then Vic Elford's Chaparral 'sucker car' lost its suck, Peter Gethin drove his McLaren off the track and out of contention while Peter Revson crashed his Lola at 180mph, taking Bob Brown's McLaren with him into the barriers. This then left the race being led by a Canadian called George Eaton who, whether through sheer surprise at the fact or not, promptly blew the motor on his BRM-Chevrolet.

All of which left a somewhat surprised Tony Dean leading the race, a lead he would hold to the finish. He died in 2008 aged 75, an almost entirely unsung hero of the Porsche Can-Am story.

THE PORSCHE BIBLE UPDATED

Got a spare \$524 to spend on a book? Me neither. But if I did, I'd have already pre-ordered my copy of the final edition of *Excellence Was Expected*, the bible of everything Porsche by Karl Ludvigsen. I have the 2003 edition which, at three volumes and 1500 pages is a pretty mighty tome, but it's dwarfed by the new one, which stretches to four volumes and no fewer than 2800 pages. If it maintains the standard of its predecessor, it will surely stand as the most authoritative single marque work in the history of publishing. If I can wangle a review copy, I will review it in this space next month, if you can't wait, you can order direct from the Bentley Publishers now. Or, for a sneak

preview, the editor tells me that you can read a chapter excerpt in this issue.

Karl Ludvigsen's updated 'Porsche: Excellence Was Expected,' will surely go down as the most authoritative single marque history ever produced



DIALLED IN

I have a thing about dials. Always have. I think it was spending time in the late 1970s in a BMW 323i that did it. If you want to see what I'm talking about, just Google the instruments of an E21 BMW and you'll see what I mean. We may have come a long way in the last 40 years in many regards, but this isn't one of them. The large, simple, elegant clocks of this oversteery old BMW are simply the best the world has yet to devise. None has struck the balance between prettiness of appearance and fitness for purpose quite so well. At least not to me. And if this were E21 & BMW World magazine, that would be great. But it's not. So the question is which Porsche had the best dials? Well, and to me at least you can rule out every car from the original Boxster up to (but not including) the current 992. Every time I get into a Porsche built in the last 20-odd years and see that speedometer with its 25mph gradations, I consider afresh how utterly pointless it is. It may work better abroad and in km/h, but in the UK and US it's a waste of space, literally, and the provision of an entirely separate digital readout is as tacit an acknowledgement of the weakness of the design as you could hope for.

So let's go back to the beginning. I like the appearance of 356 instruments, in fact I think they're among the most elegant of all, but they are not among the clearest. What, then, about a late 944 or 968 dash? Pretty good, too, and in terms of improvement over its predecessor, about as good as you could possibly hope for. But not the best. I'd put the 928 in the same bracket.

So it's a 911, then. But which one? I actually really like the 992 dash, with its defiantly retro analogue tachometer and the restoration of the outer dials you can't see behind the steering wheel rim, which is partly infuriating but, to my warped mind at least, predominately charming. Really state of the art TFT screens and analogue dials with real needles

shouldn't sit together in the same instrument pack, but Porsche has somehow pulled it off.

But Porsche's best clocks were those made in the 1970s, before electronic instrumentation and before it felt the need to mark every 20mph on the speedo instead of every 30mph, though both are of course far better than the 25mph steps adopted by the water cooled cars. And of these? Well, the SC's are out, because there's something intrinsically disappointing about a red line marked at only just over 6000rpm. I like the Turbo layout with the neat little boost gauge built into the bottom of the tachometer and I love the RSR with its 10,000rpm rev-counter with no red line at all. But I think that's cheating. So I'm going for everyone's favourite: the 1973 2.7 RS Carrera with its promising 7200rpm red line and especially those with speedometers with extra markings all the way round to 180mph or 300km/h.

And if you think all that illustrates a sad level of Porsche obsessiveness, just be grateful I've not yet got onto the subject of exhaust pipes...



In a world of ever more complicated and digital dials, the wonderfully simple 1973 2.7 RS tachometer stands out, helped by its tempting 7200rpm redline



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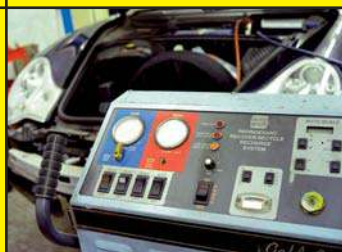
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ANCIENT AND MODERN

For 20 years, Mike Walker raced his 911 extensively all over Europe, but after deciding to call it a day on track he embraced long distance historic rallying. We found him in his garage tinkering with his four special Porsches

Words: Johnny Tipler Photography: Stefan Marjoram

There are four special Porsches in Mike Walker's stable: a 2.8 Carrera RSR replica, a 356C, a Martin & Walker 550 Spyder rep and, coming bang up to date, a 997 C2 with a Hartech engine. A decent cross section of machinery by any standards: ancient and modern, all bases covered. Mike was hooked on Porsches from an early age, though he arrived relatively late on the racing scene in his 50s, at the wheel of the ex-Mike Jordan 911E – which Mike has since bought back from him – before moving on to the green machine we see here, the RSR that's based on a 911T.

That's the one we discuss first. 'As you can see, I've kept the provenance of a race car hence the racing fuel tanks and pumps and everything like that. Obviously, it's been a race car, so I didn't want to have it perfect. I've had it about twenty years, and I raced it for years all over Europe, and I also did track days with a guy called Gerard Maroney and Don Felix who was Clerk of the Course at the Grand Prix. I'd be racing flat out around the Nürburgring with Willy Green, because I know the Nürburgring with my eyes shut, and Willy Green is such a fantastic driver.'

Mike has developed his own personal techniques, perhaps a tad unconventional, like the man himself. 'This has understeer built into it, and when I raced it at Spa people

said, "Mike, if you didn't have that understeer you'd be a lot quicker," so I said to them, "why am I on the podium, then, and you're not?" I was on road tyres because that was what our championship rules called for, and at Spa it was pissing down so much that the water was coming horizontally inside the windscreen through a hole under the wing, and I was even lifting a wheel through the Bus-Stop in water a couple of inches deep on road tyres.'

Basically, with the RSR, he picked up someone else's unfinished venture. 'Two chaps were building it up as a project, and they'd spent probably the best part of £50 grand on it with Neil Bainbridge, converting it from a 911T, but they weren't ever going to race it, so I bought it for £15,000, which made it a very good basis for a 2.8 RSR. It's actually running a 3.6-litre unit from a 964 to match the horsepower of a 2.8, putting out about 320bhp, which is about the equivalent of a 2.8 RSR.' Mike is also the 'Walker' of Martin & Walker who make the 550 Spyder replicas: 'I built the first two engines down at Thruxton at Martin & Walker. I've raced against 700bhp spaceframe Cobra replicas and often beaten them, depending upon the circuit, but I was a Class B car and they were Class A in that series, so I was stupidly trying to beat Class A cars all the time! I finished 80 consecutive races, which must be almost an

all-time record, including three Birmingham Super Prix. When I decided to recreate this as a road car I went to Nick at Redtek, so it's a Redtek engine but to my spec, with quite a lot of detailing; for instance, it's a proper Bosch Racing 12-spark head, not a modern one that's out of the Porsche competitions department, and it's on real 46 Webers, not PMOs. As you're aware, 2.8 RSRs have a magnesium casing which deteriorates, so this has got an aluminium casing which is far more reliable, hence using a later engine rather than trying to re-create a 2.8 engine which would be a nightmare.'

This is fairly exalted connoisseurship we're into here. And, what's more, it turns out that I'm actually more familiar with the handiwork I'm looking at than I'd first imagined. 'The company that put this back into its road car form is 911 Retro up in Yorkshire; do you know them?' Indeed I do: I was with them a couple of weeks ago and we've just done a story with them. 'They did the interior and the exterior, tidied all the bodywork up because these wings are stitched on as you might imagine, and they did a good job of fixing the corrosion between the glassfibre and the steel. They put Perspex in, though in fact I wasn't too worried about the weight, but the inside is similar to what you probably saw a couple of weeks ago. These are heated seats by the way, because it has no heater. All the

Mike Walker with two of his four car fleet: A 550 Spyder replica and a 2.8 RSR replica, based on a 911T



equipment you can see is 911T, of course, plus whatever those two chaps did before I got it.'

Mike's history with Porsches goes back to the days of 356s when AFN was based in the Fulham Road. 'When I was extremely young my sister worked in the Stella Fisher Bureau employment agency in London, and got a friend of hers a job in the Porsche showroom at AFN, and I remember reading Jenks (Motor Sport's Denis Jenkinson) with the 356 and thinking, ooh I'd like one of those. But in those days Porsches were mainly sold through the Sunday Times, long before the internet, and Porsche was advertising in the Sunday Times, that's where you found them, in the small classified ads. I spotted this Targa, which was owned by a pilot on the Manchester Ship Canal, so I jumped on the train and went up there, liked it, it worked, bought it and drove it home. Unfortunately it leaked and the wind noise was terrible, but anyway I had it a couple of years, and then I bought a beautiful Oak Green '80s car, and that was lovely and I had that for years and years, and then I had a couple of Boxsters, an early one and then the Boxster 3.2S. And then this 997 C2 came along. It's lovely, a generation 1 car, and it's got no extras, not even heated seats. But it does have a Hartech engine, which still had 18 months guarantee on it.' It's not quite the daily driver, though if needs must...

We move on to the story of the 356 1600

“ All my cars have to work for a living, and I've taken the 356 on the historic Monte Carlo and the Tour of Corsica ”

Super in the adjacent garage. 'All my cars have to work for a living, and I've taken the 356 on the historic Monte Carlo Rally and the Tour of Corsica Rally. I bought it 20 years ago when I first met Barrie Martin, before I got tied up with the company and it became Martin & Walker. He had the 356 back to sell on for a customer; he'd already restored it in white, but I don't like white Porsches, so I changed it very quickly to this colour, which I'd carried in my mind from a picture in the Porsche museum with all the lovely cars they've got there, and I mixed up this colour down at Thruxton, using a Toyota colour with some silver in it to make it metallic. I was on the M3 motorway about five years ago and I passed a current Porsche and that was also this colour, so this is apparently now a proper Porsche colour! It suits the 356 with all its curves, whereas in white it looks flat, and that's why I don't like white Porsches. But otherwise there's nothing particularly special about it, apart from rally wheels, and it's not matching numbers, though the engine was built by John Lucas, the father of racer

The RSR rep is a 'bitsa', as in bits of this and bits of that. Engine is from a 964 and built by Redtek. The car was originally built by Neil Bainbridge, with more recent work by 911 Retro in Yorkshire





Caroline Lucas. It's quite tidy and all in good shape.'

Let's move on to the 550 Spyder, then. 'That's the one that really has to work for its living. It's a Martin & Walker Technic 550, and it's quite true to form with tubular ladder chassis, aluminium floorpan and wishbone front suspension. It would be on a 'Q' plate if you just made it out of bits, but this is actually registered as a Martin Walker. I built it here, and it started life with a 914 engine, but the glassfibre bodywork is too heavy and it needs a thinner-gauge engine cover. It's got a terrific history: when it became an out-and-out racer, we fitted an 1800cc Alfasud engine giving 200bhp, and it only weighed 550kg. Everything is adjustable on the suspension and it's a sophisticated little piece of kit. It's spent its life doing endurance rallying like the Atlas Sahara, starting at Spa and going right the way down to Tarifa and across on the ferry to Tangier and all the way round Morocco into the desert on gravel roads. Everything we needed, clothes, money, spares were all contained in the car, with no external help at all. I did two runs to Morocco, one to Florence, one to the Targa Florio, and one round Wales at night, so, thousands and thousands of miles. Snug as

a bug in a rug, too; everything goes over the top, though there were swarms of locusts in the desert and they were bouncing off the front. Luckily, they just took all the paint off, but on the open-radiator cars of course their radiators were smothered with dead locusts.' Expeditions like that can throw up the unexpected, of course, and he takes the precaution of getting cover from RH Specialist Insurance,

Not a lot of people know much about them, but they were one of the leading Formula Ford manufacturers, and all sorts of Formula 1 drivers started racing careers in Crosslés, and back in the '60s their main rivals in sportscar racing were the similar Lotus, Lola, Elva, Chevron and Brabham which everybody's heard of. My racing swansong was organising a race for 16 Crosslés at the Spa Six Hours meeting, and

All Mike's cars are well used and well raced. The 550 Spyder replica has competed in numerous endurance rally events

“ We fitted an 1800cc Alfa engine, with 200bhp. It only weighs 500kg ”

who cover the rest of his fleet, in fact.

Mike hasn't only competed in Porsche-derived cars: 'I raced a Crosslé 9S sports-racer for six years, which was the best of all my racing, actually. That was a fantastic car, and they're still being made at Hollywood in Belfast. Crosslé is the oldest surviving racing car manufacturer in the world, and the 9S has been in continuous production since 1965 and they still make it.

that's the most that were ever on track racing together.'

And what's in the pipeline now for you and yours? 'I'd like to do an endurance rally in the RSR,' says Mike. There's one that goes down the length of the Pyrenees that I'm keen to do with my son. But I probably won't renew my racing licence, I'll play about with my cars and just do rallies.' Sounds like a pretty good settlement. **PW**

Mike plans to use the RSR in an endurance rally with his son, but he says he is unlikely to use it for circuit racing anymore





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AUTOMOTIVE



Words: Andrew Frankel Photography: Max Edleston

THE END GAME

Cars like this are on the endangered list, but for now, while there's fuel in the pumps, we should make the most of them. If the new Cayman GT4, with its atmo engine and manual gearbox, represents the end game, then at least real driving is going out on a high



718 CAYMAN GT4

| | |
|----------------------|--------------------------|
| Price: | £75,348 |
| Engine: | 4.0-litre flat-six |
| Transmission: | 6-speed manual |
| Body style: | Coupe |
| Economy: | 25.7mpg (combined) |
| Top speed: | 188mph |
| 0-62mph | 4.4secs |
| Power: | 414bhp at 7600rpm |
| Power: | 310lb ft at 5000-6800rpm |
| Weight: | 1420kg |



Can't argue with the looks, and gold wheels are Porsche's new 'thing'

If I were a braver man than I am, not to mention a richer one, too, I'd buy this new Porsche Cayman GT4 – I'm dispensing with the 718 nomenclature because it is of no value. I'd buy one first and foremost because, as you can probably guess and are about to read, it's a fairly useful device on a decent road. And I'd buy one because, as I understand it, they're going to be made in rather greater numbers than the last so there's a reasonable chance I'd actually be able to get one.

But the real reason I'd want this Cayman GT4 in my shed (save not being able to afford a GT3) is that I think there's a strong chance it will be the last six cylinder, mid-engined, normally aspirated, manual transmission car Porsche will ever build. And were a purist to write down his or her ideal 21st century driver's car specification it would probably look very much like that, with only really the cylinder count being up for discussion. On paper, then, the Cayman GT4 is a close to perfectly realised vision of

all a driver's car should be. And given that it's been designed and engineered by Porsche's Motorsport department, which has now had 20 years to perfect its art, you'd not bet against them making a complete Horlicks of it. Me neither.

And yet... For a while this car

previous GT3. And that's the problem with reading things elsewhere: in fact the two engines are entirely unrelated. Porsche tells me that if you actually tried to detune the GT3 engine to GT4 output, well, you wouldn't because the results would be fairly horrible. It is in fact the 3-litre turbo motor

“ This GT4 a slightly but significantly different car to the last ”

disappointed me, and while in the end I understood why Porsche made it the way it is, this stuff is important because the approach makes this GT4 a slightly but significantly different car to the last, and I don't just mean on paper.

Allow me to explain. As you may have read elsewhere, the new GT4 comes with a 4-litre flat six motor just like the one in the

used in lesser 911s, shorn of its forced induction and both bored and stroked out to add the additional capacity.

A lot of work to create a single engine for one low volume car? You bet, and my money is squarely on this engine being turned up to 11 and dropped into the next GT3 though even my leakiest friends at Porsche won't say for sure.

Below right: Our man Frankel at the wheel. It takes a while to find the GT4's full range of talents, he reckons





So 414bhp it is for now, which by most other standards is an entirely healthy output for an engine such as this, not to mention a very worthwhile 54bhp boost from the 3.8-litre motor in the original Cayman GT4. And like the original, it comes with GT3 front suspension, a bespoke set up at the back and a distinctive aero-pack that, in this case, doubles downforce for no additional penalty in drag, which is a neat trick. That said, this is no downforce monster and I'd expect its aerodynamic influence to be noticed more in the way of high speed precision than retina-detaching grip.

Inside it's very normal. Too normal in my view. There are some GT4 badges, a bit of Alcantara here and there, but nothing really to announce the fact you're in a Motorsport

car unless you spec the optional carbon fibre buckets, which I'd recommend only to the relatively slim-hipped planning on spending a lot of time on track.

You still fire it up by turning a key, but there's no growl or thunder to greet you. The engine just spins smoothly into life. The clutch is gentle and progressive, the gearbox as good in here as it is in the GT3. There is no drama to getting underway at all, and perhaps there should be. The car rides exceptionally well and even its lightly treaded Michelin Pilot Cup 2 tyres don't make much noise. Even more than a GT3 Touring, this would be a wonderfully easy car to live with day by day.

But you could say the same about a four cylinder Cayman GTS, even more so if you

opted for paddles which are, as yet, unavailable on the GT4. And here's the kicker: with a PDK gearbox offering instant shifts and launch control, and the turbo engine providing more torque on 2.5-litres than does the GT4 on 4-litres, it's actually the everyday, ho-hum Cayman GTS that's quicker off the line: 4.3sec to 62mph as opposed to 4.4sec. Fit Sport Chrono to the GTS and that drops to 4.1sec. Does that really matter? Not much to me, but it might to you and given the price disparity I'd understand if it did.

So what have you actually bought for the additional £14k you spent on your £75,348 Cayman GT4, save the right to listen to a smooth six rather than a rather coarse four? In some ways you may feel you've actually

New aero pack doubles downforce for no increase in drag. Even so, the downforce doesn't overwhelm the chassis, it just sharpens it

Interior is familiar to any Cayman owner. Hardbacked, reclining bucket seats are for the snake-hipped and track junkies only





Frankel in what is effectively his backyard. Well, if you're going to write about cars, you might as well live somewhere that you can actually drive them properly

lost out: the GT4 not only has less torque than the GTS, you need to rev the engine to 5000rpm or higher to access it. In the GTS it's all there below 2000rpm, so there's no need to go hunting for a lower ratio: you just press and go.

Yet to think of the GT4 in such binary terms is to miss its point as comprehensively as you can. Indeed the gearbox is so good and the engine so free-revving that dropping a couple of cogs before nailing the throttle is an integral part of the pleasure, and it will even rev-match the downshift for you whatever drive mode you're in, thanks to the now isolated 'auto blip' button.

Once you have the motor in its golden zone between 5000rpm and its 8000rpm red-line you'll not doubt for a moment where that extra money has gone, and that's before you've reached the first corner. No, it's not the howling, shrieking animal of a motor that is the GT3 engine at these kinds of

velocities, but it is sharp, cultured and delicious to listen to, words that have never been used to describe Porsche's turbo four.

But as with all GT product save perhaps the GT2 RS, even an engine as suave and cultured as this is cast in a supporting role relative to its chassis. I spent a day in the Cayman roaming around Welsh mountains

the beautifully linear steering and the way the car is happy to be guided by your fingertips into every corner.

But you'd probably prefer to up the effort level a bit and, if you do, a whole new side to this car emerges. What will you notice first? Probably the damping, notably the way it lets its body breathe with the road. It

“ The engine is sharp, cultured and delicious to listen to ”

End of an era? As the automotive world shifts towards electrification, a normally aspirated, manual sports car, with driver focus, is soon going to be on the endangered list

I've known since adolescence, and no matter how you drive it on such roads, the car is an absolute joy.

You can drive it at normal speeds and just savour the quality of the ride, the feel of

allows enough movement for your backside not to be the primary springing medium, so the car stays comfortable whatever you throw at it, yet retains enough control so that there's no unwelcome heave, wallow,





pitch or yaw. It breathes with the road in a way exhibited only in cars set up by the finest chassis engineers.

And yes, it'll do that other thing, too. It's taken a while, but I've reached an age now where I no longer feel the need to slide

many variables in public unless you employ spotters with radios to ensure you don't upset or surprise any other sentient being who may happen to turn up, be they human or sheep. But I'll make an exception for the Cayman.

the things you don't want when you're trying to do skids. So you need to offer it a little encouragement, and when you do, it's just a delight. You can lift on entry and just nudge it into neutrality, enough perhaps merely to straighten the wheel, or you can hoof the back out as far as it will go.

Fancy a bit of the action? It takes a bit of effort, but the Cayman GT4 rewards like few other modern sportscars, the new 992 included

“ So there was a real driver's car lurking in there after all ”

everything I drive at the first sign of a decent road. In fact, unless I'm on a track I don't much care for the seriously sideways school of thought at all – there are too

What it so impressive is that this is a far from natural oversteerer: it has a surfeit of grip over power, not that much torque, a quite gentle diff and oodles of traction, all

So there was a real driver's car lurking in there after all, and once you've driven the GT4 on a difficult road, you feel even to have doubted it. No, it doesn't feel somehow as special as an old GT4 in every day use, but the flip-side of that coin is that you don't feel you're wasting it if when driving it at normal speeds on normal roads. All that really matters is that when the right moment comes, the GT4 delivers on the promise of its looks and that badge. And it does, in spades. **PW**



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| | Center | 7053 | 7053 | 7068 |
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| | Right | 7044 | 7048 | 7067 |
| | Center/CUP | 7057 7053 | 7053 | 7068 |
| Boxster | Left | 7044 | 7047 | 7066 |
| | Right | 7044 | 7048 | 7067 |
| | Center/Spyder | 7057 | 7049 | 7060 7068 |
| Cayman | Left | | 7047 | 7066 |
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THE FRENCH REVOLUTION?

With excited reviewers describing the new Alpine A110 as some sort of French Porsche we thought we'd best put those claims to the test against the new 718 Cayman T

Words: Dan Trent Photography: Paul Harmer



Your eyes do not deceive you – we have a French car gracing the pages of *911 & Porsche World*. And one with the temerity to compare itself to the best driver's Cayman this side of the new GT4. Bold ambition indeed but, unless you've been living under a rock, you'll have picked up on a groundswell of enthusiasm for Alpine's new A110. So we thought we'd better take a closer look, and give it a proper challenger in the shape of the new 718 Cayman T.

There are tempting comparisons to be made between Alpine and Porsche, given both have a rear-engined coupe as their signature model and were fierce rivals in '60s rallying. Alpine also has considerable circuit racing pedigree, its delicate and

beautiful Gordini-engined prototypes scoring well on index of performance and efficiency at Le Mans and often locked in class battles with Porsche 904s and 906s back in the day. In 1978 Alpine even took the outright win ahead of two 936/78s, fulfilling a long-held dream.

In reality though Alpine is less of a French Porsche and more a Continental Lotus, given its size and genesis under founder Jean Rédélé. A racer and rally driver with a keen eye for engineering, style and self-promotion, he founded the company in 1955 off the back of personal success in rallying and brought a distinctively Gallic twist to the sports car business throughout the '60s and '70s.

While successful in its own right Alpine has never had the resources or

engineering independence of Porsche, instead relying on its close relationship with Renault for mechanical hardware and funding. As it has with its reinvention and the new A110 you see here, clearly inspired by the iconic Berlinette of the late '60s and reviving traditions of lightweight bodywork over Renault-supplied powertrains and parts.

This is no half-hearted project though. Having opened in 1969, Rédélé's factory in Dieppe built its last Alpine back in 1995 when production of the underrated A610 finally fizzled out, the site taken on by the parent brand as a home for its celebrated Renault Sport hot hatches and one-make racing cars. In 2012 plans were hatched to revive the Alpine road car brand, initially in collaboration with British sports car brand





Caterham. That partnership collapsed and Renault went it alone, the A110 you see here launching to widespread critical acclaim.

Based on a dedicated aluminium spaceframe with double wishbone suspension all round and a transverse, mid-mounted engine from the Renault Sport Megane, the A110 is a simple car making virtue of its Lotus-like kerbweight of around 1100kg – like for like the best part of 250kg less than the manual 718 Cayman T you see here. As such the relatively modest sounding 252ps/249bhp delivered by the turbocharged 1.8-litre engine isn't such an issue, the rear wheels driven exclusively by a paddleshift operated seven-speed dual-clutch gearbox. There has been some moaning among purists Alpine doesn't offer a manual option but considering the vast majority of Cayman customers choose PDK you can understand

the business case and rationale.

There are currently just two trim levels to choose from – pared back Pure and (relatively) luxurious Légende – and prices start at a smidge under £50,000, a more potent and focused A110 S announced just recently. The car you see here is a Pure with a few options and priced at £53,553 against £57,904 (with options) for the Miami Blue Cayman. Power to weight plays in the Alpine's favour and it's nearly a second faster 0–62mph than the 718 T, though that gap narrows with the PDK version and it's safe to say this is a fair comparison in terms of price, performance and stated intent.

Especially so when you consider the 718 T's billing as the most driver focused Cayman this side of the GT4. Where the 911 T offered a tenuous weight saving advantage over the Carrera it was based on (tenuous given most sensible buyers would option the deleted PCM and rear seats

back in...) there are no such claims with the 718 version, fabric door pulls or no. But the mindset is the same, pairing the most basic engine in the range with a range of chassis upgrades more usually reserved for the more senior S and GTS versions. So the 718 T gets Sports Chrono, PASM sport suspension (the most extreme chassis option available in the regular 718 range) and the PTV mechanical locking differential and torque vectoring combo as standard, along with dedicated trim and the smaller GT steering wheel. You can buy faster Caymans. You can buy flashier ones. For keen drivers though this is arguably the spec sweet spot with a focus on handling over outright speed. To use a technical term it looks the absolute nuts, especially in Miami Blue paint and on the 20-inch Carrera S wheels also included in the T package. Oh, and this one's a manual.

Suffice to say, if Alpine really has hopes

Dan sporting a 'summer style' look for a demanding day behind the wheel

A French fancy in your fave Porsche mag? Yes, but when a serious challenger comes along, then we consider it important to see what all the fuss is about. In the case of the Alpine, it's more than justified



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of capturing moral high ground in this sector of the market Porsche isn't going to make life easy. Yet for all the apparent similarities in fundamental configuration, price and performance the mindsets embodied by these cars couldn't be more different.

You get that just looking at the wheel and

Reviewers have criticised the Alpine for its tall seating position but, thankfully, the one-piece Sabelt buckets on this Pure car have already been bolted into the lowest of the three settings. The quilted upholstery looks good, there is plenty of nice looking aluminium trim to distract from the more

interior package adding a bit of colour and excitement to an otherwise sombre cabin while the ergonomics and finish are of typically high standards. Put it this way, the centre console doesn't bend to fingertip pressure as it does in the Alpine...

Don't rest too comfortably on your sense of German-built superiority though. Because that very tangible lack of substance turns out to be the Alpine's secret weapon.

Where a Lotus or Alfa Romeo 4C makes very real demands of its occupants in return for the benefits of lightweight agility, the thing that immediately impresses you about the A110 is its refinement. With so little weight to contain the springs can be set nice and soft without compromising body control or handling. Because the tyres are narrow you don't suffer the motorway roar you get from the fat boots worn by the Porsche. And the way it glides over potholes, lumps and undulations is simply incredible, the total lack of rattles, squeaks or clonks rather putting pay to the stereotype of sloppy French build quality.

We're loving the Miami Blue of the Cayman T. Massive 20in boots are more than a car with under 300bhp needs

“ That tangible lack of substance is the Alpine's secret weapon ”

tyre choices. Even on upgraded 18-inch wheels the Alpine looks delicate and light-footed, the 235-section rears the same width as the Cayman's fronts. The 20-inch rims on the Porsche look great. But you can't help but wonder if that's rather a lot of rubber for a car with just 300ps/296bhp and, just possibly, chosen more for posing power than handling benefit.

plasticky elements and the whole cabin treads a fine line between retro minimalism and creature comforts you'd expect of a modern sports car. There are small luggage compartments front and rear but you'll have to pack light for a long trip away and swap the suitcases for squashy bags. The Porsche feels a lot more practical, solid and luxurious in comparison, the optional T

Lightweight Alpine is equally light on its 18in wheels. The 235 rears are the same width as the Cayman's front tyres!



ALPINE A110 PURE

| | |
|----------------------|--------------------------|
| Price: | £53,553 as tested |
| Engine: | 2-litre, 4cyl turbo |
| Transmission: | 7-speed dual clutch auto |
| Body style: | 2+2 Coupe |
| Economy: | 46mpg (combined) |
| Top speed: | 155mph (limited) |
| 0-62mph | 4.5secs |
| Power: | 252bhp at 6000rpm |
| Torque: | 239lb ft at 2000-5000rpm |
| Weight: | 1098kg |

CAYMAN T

| | |
|----------------------|--------------------------|
| Price: | £57,904 as tested |
| Engine: | 2-litre 4cyl, turbo |
| Transmission: | 6-speed manual |
| Body style: | 2-seater coupe |
| Economy: | 32.5mpg (combined) |
| Top speed: | 170mph |
| 0-62mph | 5.3secs |
| Power: | 296bhp at 6500rpm |
| Torque: | 280lb ft at 2150-4500rpm |
| Weight: | 1425kg |





Though power assisted, the steering has a purity about it heavier cars on fatter tyres simply can't match, the wheel gently wriggling over cambers in a way that informs you about what's going on without ever feeling annoying or intrusive. Those who notice such things will appreciate it. Those who don't won't be distracted.

As you'd expect given its humble origins the engine is workmanlike and does what it needs to without every coming across as especially inspirational. But then Alpines have always used relatively prosaic Renault engines and this is in keeping with tradition. It feels very much turbocharged in the modern way, with a boosty swell of power in

response to the throttle and a relatively soft delivery. Again though, that lack of weight plays to the Alpine's advantages, the car feeling alert and sprightly if never conclusively fast. That's the point though – the A110 is all about the speed it carries along a road rather than point and squirt acceleration. The compact size, the comfort, the forward visibility, the way it deals with the bumps – all these attributes contribute to a real sense of flow that makes the Alpine a real blast to drive along a twisty B-road, the fact it can do this and cruise at 40mpg-plus meaning it's a sports car you can enjoy with a clean conscience as well as a smile on your face.

It would be a little unfair to call the Porsche an underdog in this contest. But after this impressive showing by the A110 it's clear the Cayman has more of a fight on its hands than it's accustomed to. It won't surprise you to hear it's more than up for it.

The novelty factor plays to the Alpine's advantage but the familiarity of sitting behind a Porsche crest instantly puts you at ease. Because from the moment the stubby little shifter slots into gear you just know this is one of the good ones.

Much has been written about the relative merits of four-cylinder Caymans against the six-cylinder ones that went before. And, it's true, the Beetle-like tickover won't prick

Folk moan about the 4cyl flat-four turbo engine in the Cayman, but it's quite unlike any other turbo unit on the market and superior to that in the Alpine

Cayman interior is a fine place to be. Test car has been optioned with extended leather. And, of course, it's a manual!





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911 GT2 (996)

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Porsche Ceramic Composite Brakes
49,352 miles • 2002 (02)

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911 Carrera Sport Targa

Grand Prix White • Dark Blue Leather
Seats • Manual Gearbox • 16" Fuchs
Wheels • Fully Electric Seats • 22,373
miles • 1988 (F)

£84,995



911 GT3 (996)

Atlas Grey • Black Leather Sport Seats
Manual Gearbox • 18" GT3 Wheels • Air
Conditioning • 37,370 miles • 2003 (53)

£74,995



911 Carrera 4 GTS (997)

Platinum Silver • Black Half Leather Sport
Seats • PDK Gearbox • 19" Centre Lock
Wheels • 16,670 miles • 2012 (12)

£69,995



911 Turbo (997) GEN II

Meteor Grey • Black Leather Sport Seats
PDK Gearbox • Touchscreen Satellite
Navigation • Sport Chrono Pack • 42,487
miles • 2010 (10)

£69,995



911 Carrera 2 'S' (993)

Metallic Black • Black Leather Sport Seats
Tiptronic 'S' Gearbox • 18" Turbo Wheels
Sports Exhaust • 73,953 miles • 1997 (P)

£69,995



911 Carrera 2 (991)

GT Silver • Black Leather Seats • Manual
Gearbox • Touchscreen Satellite
Navigation • 19" Carrera 'S' Wheels
13,167 miles • 2014 (64)

£57,995



Cayman GTS (981)

Guards Red • Black Half Leather Sport
Seats • PDK Gearbox • 20" Carrera 'S'
Wheels • 23,125 miles 2015 (65)

£54,995



911 Turbo (996)

Basalt Black • Black Leather Seats
Tiptronic 'S' Gearbox • Satellite
Navigation • 18" Turbo II Wheels • 55,346
miles • 2003 (53)

£49,995



Boxster 718

Carrara White • Black Leather Sport Seats
PDK Gearbox • Touchscreen Satellite
Navigation • 19" Boxster 'S' III Wheels
1,599 miles • 2018 (68)

£44,995



911 Carrera 4 'S' (997) GEN II

Meteor Grey • Black Leather Sport Seats
PDK Gearbox • Touchscreen Satellite
Navigation • 19" Turbo Wheels • 65,882
miles • 2010 (59)

£43,995



911 Carrera 2 'S' (997)

Arctic Silver • Black Leather Seats
Manual Gearbox • Satellite Navigation
19" Carrera Classic Wheels • 44,315
miles • 2005 (55)

£31,995

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your neck hair in quite the same way. But the way this engine reacts to the throttle pedal is unlike any four-cylinder engine in the market and sets the Porsche motor apart as something special.

This 2.0-litre one has more of a turbocharged feel than the 2.5 in the S and GTS versions, there being proportionally

Caymans makes them easier and more relaxing to drive, the 718 T demanding greater application to make the most of it. But that's kind of the point of the T and the rest of the package is more than up to it. True, compared with the Alpine the steering isn't quite as chatty. But the Cayman makes up for that with a more muscular feel and

you can balance that against the throttle, the assertive nature of the diff and PTV readily apparent even on warm, dry Tarmac. Boxsters and Caymans have always revelled in their mid-engined balance but where 'regular' versions can feel a little too neutral and conservative the T has a much more aggressive and proactive balance keen drivers will absolutely relish. Sure, you could always relish more power. But the challenge of maintaining pace by leaning on the chassis rather than mashing the throttle brings satisfaction of its own, especially at road speeds.

The ideology of the suspension set-up couldn't be more different from the Alpine too, the Cayman feeling tighter and more glued to the road without losing too much in comfort or composure. The PASM sport chassis has felt harsh in previous configurations and, true enough, it's got an edge to it at low speeds. But in the standard setting it'll flow and offer a sense of weight shifts in pitch and roll while Sport offers a sharper and more precise mood.

Straight out of the box, the Alpine is a viable alternative to the Cayman and one with real heritage, too

“Despite what you might have read, turbo-charging isn't a crime”

more shove from the forced induction than in the larger motors. And that's fine because, despite what you might have read in the wider motoring press of late, turbocharging is not a crime! Especially when paired with throttle response and an appetite for revs like this engine has.

The mid-range grunt of the faster

sharper responses, there being no slack in the reaction to inputs and an absolutely resolute sense of balance.

There's possibly a bit too much wheel and tyre for the available power and that does rob the T of a little agility. The pay-off is huge reassurance in how hard you can lean against the front end and how quickly

The Alpine interior is more stripped out and basic, but it's no less comfortable and it suits the Alpine's ethos





Porsche's bigger wheels – 20in v 18in – hide bigger brakes and calipers. More grip, more stopping power, but greater unsprung weight and compromised agility compared to the Alpine

The Alpine gives the Cayman a serious run for its money and for some it will be the better car. The Cayman has key advantages. A more charismatic engine, an optional manual gearbox and 911 grade hardware at a knock down price

Both are viable for the road, even when things get a little bumpy and hectic. Most of all it's the harmony between steering feel, chassis, pedal response, gearshift throw and all the other interactions between man and machine that make this 718 T such a delight to drive.

Especially so with the manual gearbox, this option a moral victory for the Porsche over the Alpine as far as enthusiasts are concerned, even if PDK remains the dominant choice. Motivations for that are reasonable enough but, for those who like choosing their own gears, the stickshift Cayman is an absolute treat, especially with an engine with both torque and response like this. Hold a gear and ride the boost or blip a quick downshift to enjoy the race to the redline – the link between thought process, mechanical interaction and reaction in the car marks this out as something rare in this day and age. If only the gearing weren't so long and Porsche didn't insist you switch the stability control off to disable the rev-matching function in

Sport and Sport Plus.

This is splitting hairs though. As a Porsche enthusiast reading this you'll likely be breathing a sigh of relief, not least for the fact potential Alpine buyers put off by the lack of a manual still have a place to go. And that place is the 718. That a Cayman arguably at the very top of its game can be given such a run for its money by a relative minnow like Alpine is impressive testament to the work that's gone into the car though. With a Lotus or Alfa Romeo 4C it would be easy to say 'sure, it's sharper to drive along a twisty backroad but nowhere near as nice every day' but the Alpine's real triumph is to offer the advantages of a lightweight chassis with refinement and usability to challenge more mainstream products like the Cayman. With a like-for-like comparison with the PDK version it would likely be even closer.

But while the Alpine offers the Cayman a stiff challenge at a purely dynamic level, and its lightweight ethos and less-is-more vibe look increasingly relevant arguments in our modern age, the Porsche retains some

key advantages. Because where a brand like Renault is always going to be under scrutiny for 'pricing up' into a more prestigious market sector the beauty of the Boxster and Cayman has always been unstated promise you're effectively getting 911 grade hardware for half the price.

The 718 Cayman T is hardly the bargain of the century and most definitely aimed at those who put driving before all other concerns. But against models in the modern range – GT4 included – it proves Porsche can still draw on its resources to build a proper, pedigree driver's car at a price a wider cross section of people can afford. And the arrival of the Alpine only makes that need more pressing and the existence of cars like the Cayman more necessary.

Both cars can leave this contest with heads held high, Porsche for proving it's still a sports car brand at heart and Alpine for showing there's another way and making the automotive world that bit more interesting. Vive la France or Deutschland über Alles, we're all winners. **PW**

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DESIGN 911
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Words: Steve Bennett Photography: Antony Fraser

HE WHO DARES WINS

Or does he? We go shopping for the cheapest 911s in town. Meet Ajmal Mahmood and his 996 C2, bought for just £6550, and Luke Tarrant, the vendor of an eBay 996 C4 at £8995 and sold to the highest bidder, Alex, from Stuttgart in Germany...





Ping...an email. Well, no one uses the phone anymore, after all. It's from Ajmal Mahmood and it reads thus:

"Hi 911&PW,

I can't decide if this is interesting to anyone but, on a drunken bet, I set out to buy the cheapest 911 in the UK (manual, coupe, two-wheel drive, with an MOT) and use it as my everyday car for a year. The plan is to enjoy it and then sell it after 12 months, while recouping anything I've spent.

Picked up a 1998 996 for £6550, with 147k miles. Bought it without driving it. Everyone goes on about how you can buy them cheaply, but they all still talk about

996s that are over £15k. I think they're a good alternative to sporty but boring modern cars, but I may be proven disastrously wrong.

Tell everyone to go and buy one (unless they keep getting cheaper, in which case buy two!!).

Many thanks,
Ajmal

Well, that's a story with 911&PW written all over it, so thanks, Ajmal, we're interested. Indeed, we're more than interested, we're intrigued. The cheapest 911 in the UK, you say?

Fast forward a couple of weeks and here we are at our favourite test track, waiting for Ajmal and his £6550 996 C2.

With my editor's hat on, this is like one of those classic car mag front cover stories from the '90s that promised Ferraris for Mondeo money and I'm already dreaming up a coverline: 'He who dares wins' springs to mind. Or not, as the case may be.

Of course the 996 has long been the go-to cheap 911. It's why I've got one, after all. Blame the 'issues', blame the ubiquity, blame the dubious colour combos and Tiptronic gearboxes. And the cheap 996 has always hovered around the £10,000 area, but relatively recently, dragged along behind the ever escalating classic Porsche values, those £10k cars seemed to be more like £13,000, with fully 'sorted' manual C2 Coupes at £15k+



and the (perceived to be) more desirable C4s at £20k+. But the market is weak – just ask your average dealer – and the bargain 996 is back again to tempt the brave and the chancers.

a chance that we can all vicariously join in with. There is a fascination with this sort of Porsche buying experiment. We're rooting for him, we want it to go well, but equally we're after some drama and

never take such a risk... The Porsche world needs folk like Ajmal. He's bought the cheapest 911 in the country, so no one else has to. And he's exposing all on his own YouTube channel, which his wife doesn't know about. Double trouble!

So, you're dying to know aren't you? Dying to know what a £6550 996 looks and drives like. Well, see for yourselves. No surprises, it's silver because all 996s of that 1998 era were/are silver. It was the launch colour, after all. But that's a good thing, really. And it's got a black leather interior, which is a really, really good thing because, let's face it, it could easily have been Terracotta, or even that weird green colour. Black interiors should be the law.

And from a few yards away, it looks OK. In fact it still looks OK the closer you get.

Yeah, so it's a silver 996 Carrera 2. Big deal. Indeed, but this one cost owner Ajmal just £6550

Below left: "What do you mean, you've never heard of the IMS bearing issue?" Bennett (skinny, geek glasses) imparts wise words of worry to Ajmal (centre), while serial Porsche owner and 996 C4 vendor, Luke Tarrant, looks on

Ajmal is taking a chance that we can all vicariously join in with

Ajmal is a charming and ebullient character, so we'll call him 'brave' as opposed to a 'chancer,' which does sound rather insulting. But he is taking a chance, a punt, call it what you will. And he's taking

jeopardy. Is the experiment going to be quite as exciting if Ajmal's 996 makes it through a trouble free year, as opposed to grenading itself? No, probably not and it would, of course, justify why we would





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2014 Cayman (981) 2.7 PDK
Basalt Black, 2014/64, Automatic, 55,400 miles, Black Leather, Design Package, Heated Seats, Bluetooth, Colour Coded Interior Trim, Multi-function Steering Wheel, 20" Carrera S Alloys with Porsche Crests, On-Board Computer. **£29,900**



2005 Boxster (987) S 3.2
Seal Grey, 2005/05, Manual, 35,860 miles, Ocean Blue Leather, Heated Seats, Porsche Embossed Headrests, Sports Steering Wheel, Wind Deflector, 19" Carrera S Alloys with Porsche Crests, Aluminium Dials, On-Board Computer. **£13,900**

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Ajmal is resolutely not a car cleaning sort of chap, but I am and I can see the potential in the paintwork. A bit of graft and it would come up a treat.

But hold on, we're getting a little ahead of

which is a bloody long way from me in Reading, says Ajmal. "But it was the cheapest 911 that I could find there and then and that was the challenge, so it had to be the one." Cheap at £9000, but that

come straight home.

It gets better. "I met the owner in a car park. It had been her husband's car, but sadly he had died and it had sat for a long time. As I looked over it, a puddle of brake fluid formed. The brakes had failed so I couldn't drive it, so I didn't have much choice but to walk away and the poor woman had to get it transported home.

"But there was something that kept drawing me back to it. The brakes got sorted and in the end I offered £6550 for it on the basis that there could be all sorts of issues. There was no way I was going to go all the way back to Wales, so I arranged to have it transported to Reading. It arrived, with its service history in three Tesco bags and a bottle of wine, which was a lovely gesture."

"It looked pretty sad really. There was a layer of green covering the bodywork. A couple of days later I took it to the garage

Yes, it will look better with some exhaust tips, but waddy expect from the cheapest 911 in the country...

“ I spent the journey on the train checking out all the 996 scare stories ”

ourselves here. For the moment, just take our word for it: It's not a dog. What we need to know first is just how Ajmal acquired the cheapest 911 in the UK?

Such cars exist in the darker recesses of eBay and Autotrader and it was on the latter that Ajmal discovered his bargain 996. "It was in Wales – Carmarthen – to be precise,

was before he'd seen it...

By his own admission Ajmal is not a Porsche man. He's a petrolhead through and through, but this is his first Porker. "I spent the journey on the train to Wales, checking out all the 996 scare stories..." Blimey, we're kind of surprised that Ajmal didn't get off at the first opportunity and

Given some of the 996 interior colour options, black leather is a serious bonus. A bit of elbow grease will work wonders





Above: After making one schlep to Wales and coming back minus a 996, Ajmal decided to have the car transported after a deal had been struck. Right: Ajmal at the wheel. You'd be smiling, too

Luke Tarrant's 996 C4S in desirable Seal Grey and with Sport Design split rims. You could have snapped this up on eBay for £8995

for some fuel and the owner of a 991 filling up opposite said "your car is a disgrace," so I thought I should throw a bucket of water over it..."

So, this is Porsche buying at its most risky and even Ajmal would say: "Don't do it like I did." But scratch the admittedly dull surface and there are signs of encouragement, hope even. The service history is comprehensive and there's a lovely big bill for a new clutch and IMS bearing from Porsche Centre Cardiff, just a few thousand miles ago in 2016. The tyres are N rated Pirellis all round, always a good sign. The bodywork might need a polish, but it's straight and the interior will undoubtedly respond to a good clean and its leather is easily restorable. Oh, and the air con works just fine, which is an added bonus.

It's done 147,000-miles and seemingly on its original engine, which is definitely a poke in the eye for all the 996/M96 naysayers and doom mongers. And because Ajmal

isn't a through and through Porsche man, he carries none of the 996 baggage that keeps most (me included) 996 owners awake at night. He just drives and enjoys and reasons that if it goes pop, it's probably worth what he paid for it in parts.

And so how does it drive? Well, remarkably well actually and I should know, given that I arrived for the day's proceedings in my own 996, with nearly half the mileage of Ajmal's. Bad 996s feel horrible. Heavy clutches, wooden brakes and crashing suspension. That's how mine felt when I bought it for £13,000! Ajmal's bargain 911 has none of those traits.

Sure it has the odd rattle and it's a bit scruffy, but it steers and rides with a fluidity that suggests that all is well underneath and it goes like a 996 should, that is to say plenty fast enough. Say what you like about M96 engines, there's nothing quite like the 3.4 for flexible power delivery and, of course, noise.

And I'm sure Ajmal feels the same way,

but there's something quite liberating about a £6550 911 that's already done £147,000-miles, with the scars to prove it. Clearly Ajmal doesn't feel too precious about it and is happy to drive it hard, which is what a 911 should thrive on. Perhaps that's where we've all been going wrong?

We wish Ajmal all the luck he deserves and sincerely hope that his bargain 996 rises to the challenge. He who dares and all that...

But, as you will have spotted, there's more than one car in this feature. That's because we've decided to do a bit of bargain 911 shopping of our own. Encouraged by Ajmal's success, we've conjured up a fictional sub £10k budget to find a 996 that's actually, properly for sale, one that we could buy if we wanted to.

It doesn't take long to surf up some suitable candidates on eBay. Indeed, we're almost spoilt for choice, but one car that really catches the collective 911&PW eye is this here 2001 996 Carrera 4S in Seal Grey,





on Sport Design split-rims, at a modest £8995. And like Ajmal's car it's no canine either. Encouragingly, and despite working for Ford, owner, Luke Tarrant, is a serial Porsche owner with numerous 944s, Boxsters and even a 997 Turbo to his credit.

Of course it's got a few miles on it – 148,000 of them to be precise, but that's

specialist, Weston Porsche in Beckenham. Luke speaks highly of this outfit and its expertise and very competitive hourly rate. Well, if you're going to run a budget 911, then you're probably not going to go high-end for work and servicing.

With our pretend buyer's hat on, it gets better. The spec is good. Extended leather

hour before the auction was due to finish and ended up paying £9300 for it. It was so good I decided to keep it and ended up using it to commute from Croydon to Brighton for six months. It's been great. I prefer it to many of my other Porsches, including the 997 Turbo, which was just too fast. You can really use the 996 and drive it hard."

Luke is selling because he's inherited a classic Mercedes 350SL which he wants to put some money into, but we sense he will be back in a Porsche at some point.

Cheap eBay Porsches are always going to attract a few dreamers and chancers, or folk somewhat unrealistic in their expectations. "There's been interest, but people need to be realistic," he says. Indeed, but with the right mindset and a willingness to get stuck in, then you can play the system and win.

As with Ajmal's car, there is no evidence in the comprehensive service history that suggests it's had a new or rebuilt engine,

Bargain 996 C4 drives just fine and at first glance, or even second or third glance, it looks every bit the Porsche dream machine

Interior features extended leather and Alcantara headlining. And it's manual! Engine has happily done 148,000 miles, proving the M96 doom mongers wrong

“ Cheap eBay Porsches are always going to attract a few dreamers ”

encouraging is it not? As is the clutch and IMS bearing that Luke has stumped up for in the past 4000 miles, not to mention other bits and bobs, like wheel bearings and four new Pirelli tyres, plus Brembo discs and pads. That's at least £3000 of work right there, at Luke's favoured local Porsche

interior and Alcantara headlining. Porsche crest embossed seats, aluminium trim pack, good straight bodywork and in a very desirable colour.

Interestingly Luke bought this 996 on eBay, too. "I was working freelance at the time and flipping cars. I went to see it an





Above: eBay vendor, Luke Tarrant. He's no car dealer, just a private seller and a Porsche enthusiast through and through, rating the 996 as one of the best Porsches he's owned. Right: The buyer, Alex, at Gatwick airport, about to drive his bargain 996 back to Stuttgart, over night!

Two 996s with a combined value of £15,545. Makes you think, doesn't it?

which again backs up the theory that engines like to be used and that perhaps what kills M96 engines is short journeys and heat cycles.

And it drives just fine. As you would expect, the nearly new clutch is light and bites just where it should. It doesn't have the agility of the Carrera 2, but we're talking subtle differences here. Above all it's a very nice place to be, behind the wheel of a 911.

Of course, where there's a seller, there's a buyer, but it's not us. No, Luke's eBay 996 ends with a sale to a German buyer, pictured here, no less. His name is Alex and he jets into Gatwick and taking advantage of the somewhat weakened pound (I'm not saying anything) he's got himself a right old bargain. And somewhat bizarrely, this 996 is

going back to Stuttgart, where Alex lives. Coals to Newcastle? No, it's Porsches to Stuttgart as Alex jumps in and drives overnight back home. The 996 will be returning to the UK on regular business jaunts, hence Alex's desire for an entry level RHD 911.

So, feeling lucky? Feeling inspired? Feeling brave? It's tempting, isn't it? Speaking from experience, as a serial buyer of bangers, some of my favourite Porsches have been leggy and well used. There's something quite liberating about a high-mileage car. Your desire to use it will never be trapped by its value and what the odometer says.

Of course, there's always the danger that you will get burnt and end spending big, but

you can easily spend £5k on a 996 without thinking about it, no matter what your initial outlay was. Both these cars have the benefit of new clutches, which really sweetens the deal. It will help, too, if you're a bit handy with the spanners, or you have a good local specialist on your door step.

Above all it's a state of mind. For some the risks will just be too high or the desire or need to own a sub £10k 911 will be a "why would you want to" anathema. For others, it's cheating the system, a he who dares wins thrill. Are you feeling lucky, punk?

It doesn't end here either. We will be keeping up with Ajmal and his bargain 996 in future issues and we wish Alex all the best with his Stuttgart bound bargain, too. Good luck, chaps. **PW**



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Words: Andrew Frankel Photography: Porsche AG

TAYCAN FOR A DRIVE

Porsche will officially launch the new all-electric Taycan at the Frankfurt motor show, but we've managed to get a proper drive ahead of the pack. This is what Porsche's future looks and drives like. No matter what you think about electric cars, it's impressive



There will be people, and more than a few reading this, who will regard the Porsche Taycan as some kind of heresy. An electric car that makes no meaningful sound, carries a great deal of mass and offers not so much as a paddle shift to keep the driver amused? What kind of Porsche is that? There was a time when I'd have been with them, too.

But in the interim we've had to adjust our concept of what a Porsche actually is. Whether we like it or not, Porsche is now

an SUV manufacturer, which also knocks out a comparatively small number of more sporting cars in an interdependent relationship found nowhere else in the industry: Without the SUVs there would not be the money to develop the sports cars, without the sports cars there would not be the brand to sell the SUVs. In such simplicity lies true genius.

And in that context, I don't find the Taycan heretical at all. In fact I found it rather interesting, and that was before I drove it. Now I've spent time at its wheel

on decent roads, well, allow me to explain.

Depending on when you picked up this copy of the mag, the Taycan may or may not have yet received its worldwide public debut at the Frankfurt motor show, but as I write, many of its technical details are still very much under wraps and a condition of my getting in the car was that I do not disclose them until after that date. Which puts us in the somewhat weird position that if you have picked this up after September 10th, you may appear to know more about what's going beneath the skin





of this car than me. So if you concluded that the speculation that follows is more than usually well informed I would be the first to understand.

The first thing to say is that I believe

whether that includes the UK remains to be seen. Of the three I understand are coming, I have driven the two top models which are widely rumoured be called the Turbo S and Turbo, the word clearly being used

The two Turbo models are monstrously powerful, both with over 600bhp as standard. Where they differ is that while each offers a 2.5sec overboost facility, the S can raise its output to better than 700bhp, with over 750lb ft of torque, the Turbo somewhat less. And even with an expected all in weight of around 2300kg, you can gather a lot of speed with those sorts of numbers at your command. Porsche says 0–62mph in 3.2sec, but this is old info relating to the Mission E concept. I say a lot less. Think around 2.8sec and you won't be far off the mark.

More important to Porsche, however, is that such performance should be available at all times, no matter the stress to which the car has already been subjected. It's been well documented that certain other

Strip away those rear light decoy stickers and this is the Taycan pretty much undisguised. It is very obviously a Porsche

“ The Turbo models are monstrously powerful, both with over 600bhp ”

there will be at least four Taycans, three with front and rear electric motors and therefore four-wheel drive, and one rear driver with a single rear electric motor. Where the last of these will be sold and

figuratively. I don't know the name of the third, but following standard Porsche nomenclature, it would be logical to be called the Taycan 4S. The rear driver will likely therefore simply be a Taycan.

Our man Frankel gets the lowdown and gets behind the wheel



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high performance electric cars start to lose power quite rapidly if called upon to do their thing on a repeated basis. Not so the Taycan. One Porsche engineer told me a driver had done 26 consecutive launch

more to the Panamera. The interior was disguised when I drove the car, but has since been revealed (although still embargoed, while we were putting this issue together) and while dazzlingly

noiselessly eases away from rest. You can use the 'sound enhancer' to make the most of what very little sound there is from the electric motors. It's not quite the pointless gimmick I expected, but there's been no attempt to make it sound like anything other than what it is. So, yes, by flat six standards, it sounds pretty dull.

The good news is that sound notwithstanding, the Taycan is anything but dull to drive. I'm not going to bang on relentlessly about performance because with electric motors there is so little to describe. There's neither nuance nor quirk to its power delivery, no interesting noises to discuss, no advice to be given about how to make the most of it. It just accelerates in direct proportion to the amount of pressure you put on the accelerator, which if you press it all the way down will likely make some or more of you and your passengers feel faintly unwell.

With 600+bhp and 750lb ft of torque, it's pretty easy to do this in a Taycan. It may be electric and largely silent, but it won't be dull

“ The good news is the Taycan is anything but dull to drive ”

control runs from rest to 200km/h and his stomach gave up before the car.

The driving environment is a slightly strange confection of Panamera and 911. You sit low in the car, sufficiently so that blindfold you might indeed think you were in a 911, but what you actually see in the way of wall to wall electronic screens owes far

complex in appearance, is actually quite simple to operate, at least for the essential functions I needed on the day.

So you press a button to activate the car, and depress a lever to knock it into drive. There is no fanfare, no curtain raising growl or anything else to set the scene. You just press the accelerator and the Taycan

The interior is still largely under wraps, with an embargo at the time of going to press, but this pic has been released to promote the Taycan's Apple Music tie up. As you would expect it features a huge central screen and digital instruments





If you can find the right charger, then the Taycan will charge at 350kW, which is twice as fast as just about any other EV at the moment. All Porsche Centres nationwide will have Porsche's exclusive 800 volt charging system installed

The Taycan uses largely Panamera derived underpinnings, but also has its own bespoke three chamber air spring units to give a limo style ride, combined with a sports car steer

Let's talk instead about the important stuff: how the Taycan feels when you drive it both fast and slow. What kind of Porsche is this? The answer will be revealing not only regarding the character of this car, but also how Porsche plans to go about electrifying the rest of its ranges in years to come. Above all and acceleration aside, can it do that one thing yet to be achieved by any production electric car to date, namely to be more than merely pleasant to drive, but actively entertaining, too?

The first clue comes from the steering and now I look back at my time in the car, this is still the component of the Taycan's character that surprised me most. I thought it would steer like a Panamera: quite light on the touch, quite high in its gearing, quite dead on centre and reactive in response when coming off it.

Wrong, wrong and wrong. If Porsche ever stretched the 911 and gave it four doors, it would likely steer like this. There is real heft to the steering – a clear sign from Porsche

that it intends the Taycan to be considered a sporting rather than a luxury car like the Panamera. Even with the four-wheel steering that's standard on the Turbo S, the rack feels quite slow and remarkably linear, which is as all road-going sports cars should be. Cars with non-linear and aggressive steering tend to come from manufacturers wishing to apply like make-up a veneered sense of sportiness they have been unable to design in.

With that steering set up, so many of my concerns surrounding this car evaporated. Before I'd driven it at more than 30mph, I knew that it would be easy to place at speed, that its reactions would be consistent and whatever other problems may or may not arise as a result of its mass and quite lengthy wheelbase, a lack of precision was not going to be one of them.

So we headed out of the Weissach test track where I'd been given a few laps as a passenger which served only to remind me of the dazzling car control skills of

Porsche's best test drivers, and only the public road where I'd be allowed to drive. By 'we' I mean me, a Taycan Turbo S and a car full of Porsche engineers as passengers. I feared they were there to ensure I didn't drive their priceless prototype too rapidly, but quite the reverse was true. They were there to make sure I didn't return without having driven it as hard and fast as I could safely make it go.

I'll share with you that the first time you drive a Taycan, your initial feelings might be somewhat confused, because here is a car that steers like a sports car but rides like a limousine. The Taycan uses mainly Panamera-derived suspension but has its own, bespoke three chamber air spring units, and these provide a ride that is as deft as I've felt in a car bearing the shield of Stuttgart on its nose. You don't expect such a car to steer like a 911.

Oddly enough it helps if you select a more sporting driving mode because the commensurate deterioration in ride quality





feels more in keeping with the steering response. And now you can boss the Taycan along at quite ludicrous speeds. Grip levels are immense and because it has a lower centre of gravity than a 911 GT3 RS (yes, really), you never get that sense of weight transfer you might imagine in a car of this mass. It corners very flat – even without optional PDCC active anti-roll bars that I'd really not bother with – and exceptionally fast.

as you go. It feels just a bit too big and, on a positive note, stable for that. It will do enormous drifts and its engineers will proudly tell you it is the most easily controllable Porsche on the limit, but out here on fast but quite narrow roads, it's best to make the most of that steering to guide it to the apex, then use the power and traction to get you away.

Drive it that way and even when you add all those things you'd expect to unsettle a

tackle a decent road, and that despite all the obvious and inherent drawbacks in its chosen form of power provision. No, it won't have you hooting with laughter as you might in any Porsche that places an internal combustion engine behind its driver, but this is not really that kind of car. If you think that therefore doesn't make it a proper Porsche then you'll think the same of Panamera and Cayenne because it's a sight better to drive than any current version of either of those models.

So of course it deserves its place. It's expensive (think £135k for the Turbo S, and £130k for Turbo but probably five figures for the 4S (if those are their names), but there's never been an electric car like this and that's before you take into account the fact that it will charge at 350kW which is about twice as fast as any other electric car. As the network of compatible charging stations expands, range anxiety will become a non-issue. Even before then, if you can afford it and ever thought any electric car might fit into your life, I urge you to try the Taycan. It's not just the best electric car I've driven, but the best Porsche with more than two doors, too. **PW**

Although it's speculation at the moment, we're expecting four Taycan models in the form of a rear drive only Taycan, with a single motor. A 4S with motors on both the rear and front axles and a Turbo and Turbo S, with twin motors and up to 700bhp for the S

“ You can feel both its weight and wheelbase as you turn into a corner ”

But it can't defy physics. And where you can feel both its weight and wheelbase is as you turn into a corner. This is not a car any sensible journalist will ever describe as 'chuckable'. It's just not the kind of car you'd choose to pitch into a corner on a trailing throttle with a view to sorting it out

heavy and inherently quite softly sprung car – undulations, camber changes, tightening radii and so on – the Taycan's damping control continues to exert iron-fisted control over its ride height.

This, then, is an enormously impressive, capable and, yes, entertaining car in which to

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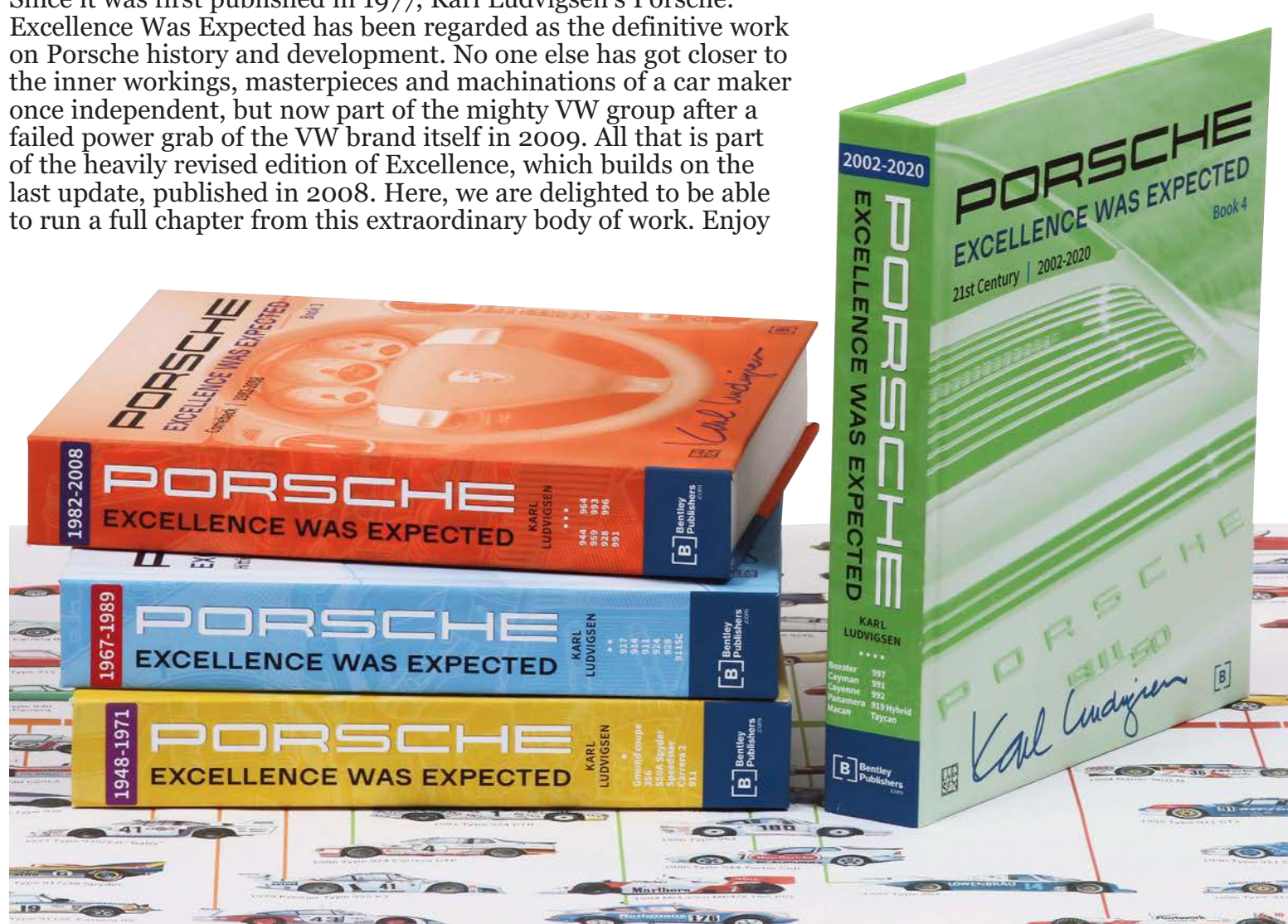
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PORSCHE: EXCELLENCE WAS EXPECTED

Since it was first published in 1977, Karl Ludvigsen's Porsche: Excellence Was Expected has been regarded as the definitive work on Porsche history and development. No one else has got closer to the inner workings, masterpieces and machinations of a car maker once independent, but now part of the mighty VW group after a failed power grab of the VW brand itself in 2009. All that is part of the heavily revised edition of Excellence, which builds on the last update, published in 2008. Here, we are delighted to be able to run a full chapter from this extraordinary body of work. Enjoy



Proud? You bet! Near the centre Frank-Steffen Walliser and Marc Lieb stood next to the number 25 Porsche 918 Spyder that set a sub-seven-minute time at the Nürburgring on September 4, 2013, a record for a globally homologated road car



PORSCHE 918 SPYDER – AND OUT CAME A HYPERCAR

More than just a hypercar, the 918 Spyder demonstrated boldly that although it might be the newest member of the VW Group, Porsche was still Porsche. It was a major contributor to Porsche's new 'Intelligent Performance' theme

'Porsche hasn't been thrown under the bus.' That was the reaction of its chief Michael Macht in September 2009 when he was asked about the company's situation since July as a new member of the Volkswagen Group. 'Certainly much of what was said about us in recent months wasn't good. Much was painful. But that will soon be forgotten when it's all about our cars again. That's just as well.'

To describe the situation during the summer of 2009 as 'turbulent' would be putting it mildly. Most Porsche employees and enthusiasts just wanted things to calm down. Something needed to happen to attract attention to what mattered most: the brand's models – especially since it was uncertain whether Porsche would be able to continue setting its own course within the Volkswagen Group given the ownership changes in Zuffenhausen.

'We knew that we had to send a strong signal to shore up belief in the uniqueness of the brand,' said Hans-Gerd Bode, head of communications. A new flagship car, he suggested, 'had to send out two convincing messages. First, that Porsche's competence as a sportscar manufacturer is still unparalleled. And second, that the company is still uncompromising in its commitment to environmentally compatible technology.'

When Michael Macht was interviewed in September of 2009 he was well aware that his men were already taking their first steps toward the creation of a new flag bearer for the famous Porsche badge. First to sign up was Wolfgang Dürheimer, board member responsible for development. 'We want to create a product that

fascinates people,' said the technical chief, 'a drum roll that will remind people that Porsche is a powerhouse for new ideas that can point the way to the future and spearhead technological development.'

To lead the team formulating the car, coded XG10, Dürheimer picked former Volkswagen engineer Gernot Döllner. At the time Döllner headed Weissach's project group for vehicle concepts. He posed one condition for taking on the assignment: 'Permission to circumvent the usual procurement channels for this project. It wouldn't have been possible to stick to the schedule otherwise.' That schedule called for a car on display at Geneva in 2010, granting a scant five months for creation of a concept that would embody the Porsche past while communicating its potential for the future.

Frank-Steffen Walliser, who was in charge of Porsche's project group for hybrid drives, began receiving requests for equipment from his colleague Döllner. 'We were and still are really good friends,' said Walliser, who nevertheless was puzzled by Döllner's furtive demands: 'It was all so extremely secret. People knew that there was a small group working on a mysterious concept car but I didn't know more than that. In retrospect I have to say that it was exactly the right way to handle it.'

On 9 September 2009 Gernot Döllner received his assignment to create the technical concept for Porsche's ultimate next-generation supercar. Thanks in no small measure to the work being conducted in parallel on the GT3 Hybrid, which was also to break cover at Geneva, he was able to present a concept to the management board that received its blessing on 21 September.

The XG10 would be a powerful plug-in hybrid with a V8 engine and electric-motor support for both front and rear pairs of wheels. Its targets were a Nürburgring lap in 7½ minutes plus ultra-low emissions and fuel consumption on the official cycle of three litres per 100 kilometres, equal to 78.2 miles per US gallon. On battery power alone, the company postulated, it would be able to drive more than 15 miles. Top speed would be not less than 199mph. By the time the car was revealed these parameters had been verified by computer simulations that indicated a Nordschleife lap in 7:20.

Also at the heart of the XG10 project was design chief Michael Mauer. His designers winnowed down their ideas to three proposals. 'One was rather conservative,' the design chief related. 'The formal successor to the Carrera GT, so to speak. The second model was extremely progressive, so much so that several people asked "Is that still a Porsche?" Then there was the third design, which struck just the right balance. A car brimming with character but still unmistakably Porsche. It made the cut in the end.' Macht, Dürheimer and Mauer were the adjudicators while Johannes Doll had managed the design process.

The winning design was the work of Hakan Saracoglu. Born in Turkey, Saracoglu honed his skills at California's Art Center College of Design. After almost four years with Ford in Cologne he moved to Porsche in 1998. He had a major hand in the Type 987 versions of the Cayman and Boxster, in the latter case working with Grant Larson. His was the design of the 918 Spyder, down to and including its coruscating wheels.



Porsche's engineers drew from their parts bins to construct the Geneva show car. The 3.4-litre V8 from the RS Spyder was installed as its combustion engine. Its transmission came from the Carrera GT, clustered with a motor/generator, while the Panamera Hybrid supplied its power electronics. Engineers Martin Fuchtnner and Joerg Meyer-Ebeling configured the system to share space, behind the seats, for both the fuel tank and the battery pack, close to the car's centre of gravity.

Döllner's two dozen engineers took the front suspension from the GT3 Hybrid, using the same electric module with its two motors. Carbon-fibre elements borrowed from the Carrera GT served as the car's tub and chassis, albeit with a wheelbase reduced by 4.6 inches thanks to the shorter engine.

On 22 December 2009 the rolling chassis was unloaded at Orbassano on the outskirts of Turin, hotbed of Italy's coachbuilders, at the premises of Vercarmodel Saro. There the compressed data packages describing the

body's surfaces were transformed into three-dimensional panels for both exterior and interior. Half a dozen designers and modellers from Porsche were on site for the two months remaining until the car was to be unveiled to the world in Geneva.

Attending to the rolling chassis during the build process were engineers from Weissach, arriving with laptops crammed with the data that would allow the car's systems to spark into operation. When Michael Mauer arrived in Italy on the Wednesday before the premiere 'it was impossible to see the car at times because so many people were bent over it, all working on it at the same time.'

The XG10 would be more than a pretty face. Although not truly roadable, it would be runnable enough to strut its stuff on the Geneva stage. Thus the engineers needed every spare moment to feed their data into the auto's electronic systems.

A final issue was a name for this new Porsche creation. 'Available to the car are the genetics of the legendary 917,' said Michael

Macht, 'which was an exceptional sports car. The design handsomely recalls that of the 917 in its front end and also has the shrouded wheels that are not unknown in motor sports. Therefore the 918 Spyder can become a worthy successor to the 917.'

Plans were to transport the 918 Spyder to Geneva on Sunday morning, 28 February. At noon on Sunday, however, workers were still crowded around the unfinished machine. They kept at it that afternoon—and the scene changed little after dark. 'It was already past midnight when the car was finally loaded for transport to Geneva,' said Mauer.

The truck rolled into Geneva on Monday morning and decanted its invaluable cargo at the city's Palexpo Exhibition Centre near the airport. There it was manoeuvred to the venue for its debut and given a dress rehearsal in which it performed perfectly. 'Afterward we recharged the battery,' recalled Gernot Döllner. 'This was a disastrous decision because the electronics completely malfunctioned. The car was totally stuck.

At the beginning of March 2010 Michael Macht and Walter Röhrl posed in the rolling concept 918 Spyder at the Geneva Salon where it made its debut to complete surprise

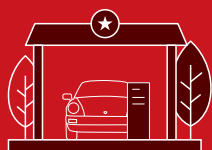
In a design competition managed by Johannes Doll, Hakan Saracoglu won the right to style the 918 Spyder. The result looked as power-packed as it was destined to become



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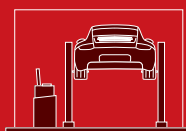
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It wouldn't even have been possible to push it onto the stage.' Experts from Weissach were on board a Geneva-bound plane when a rebooting of the show car brought it to life. 'The 918 awoke as if from a coma,' said Döllner. 'That was just under two hours before the unveiling!'

keynote hue of Porsche's new electrified product thrust.

Michael Macht had three new Porsches to present, linked by a common theme. First on stage was the Cayenne S Hybrid, featuring the lowest CO2 emission levels of any production Porsche. Then the GT3 R Hybrid

compatibility has to become an even higher priority for sports cars.' This idea was embraced by a new strap line, 'Porsche Intelligent Performance.' While all three cars spoke to this concept, the 918 Spyder – a complete surprise at Geneva – led the parade with its promise of supercar performance combined with minicar fuel economy – not necessarily at the same time.

Porsche's employee magazine, *Carrera*, reported on the events in Geneva. On Tuesday morning a special *Carrera* edition was found at every workstation with the news of the 918 Spyder's premiere in Geneva and a poster of the car. It was a complete surprise to all but a few of the company's employees. 'A jolt ran through the company that day,' recalled Hans-Gerd Bode. 'It was the sense of self-confidence that had been missing for so long, finally returning.' It had been Bode's task to keep the lid on both the 918 and 'Intelligent Performance' until their Swiss unveiling.

In its report on the Salon *The New York Times* wrote that 'Porsche pulled off the biggest surprise at the Geneva auto show.

Hölscher's experience with the Carrera GT fed into the decision to give the 918 Spyder a carbon-fibre structure in two parts, divided between cockpit and engine

His experiences in motor-sports strategy followed by battery systems suited Frank-Steffen Walliser (below, left) perfectly for his post as overall project manager for the 918 Spyder

Looking for an "interesting project" after having headed the Carrera GT effort, Michael Hölscher (below, right) hit the jackpot with his assignment to engineer the 918 Spyder

“The self-confidence that had been missing for so long was finally returning”

Porsche's show for journalists took place at dawn on 2 March, the first press day at Geneva. Macht's dark suit was highlighted by his tie and pocket square, both in bright neon green. Officially Acid Green, it was found in several details in the car such as its model lettering, brake calipers, seams of the leather seats and a thin ornamental stripe that encircled the interior. This was the

took the spotlight, with its flywheel energy storage highlighted as a new concept for the race track. 'We've even more to show you.' Macht promised – and the 918 Spyder was magically unveiled.

'What we claim, very simply,' said the Porsche CEO, 'is that no one builds more efficient high-performance sports cars than Porsche. But at the same time, environmental



Porsche is not saying whether the 918 Spyder concept will go into production, but don't bet against it. The technology is just too promising, the styling too delectable.' Of the many questions thrown at the Porsche men at Geneva none was more consistent or persistent than 'Are you going to build it?' At the end of his brief remarks Michael Macht noted that Porsche had never made a concept car that it didn't actually produce later on.

In fact Porsche made up its mind quickly. During July its managers marshalled their facts and figures supporting the idea of production. After passing muster with the management board the proposition was put to the supervisory board at its meeting on 27 July 2010. Hans-Gerd Bode's news release the next day announcing their decision was headed 'Green Light for Series Development of the 918 Spyder.'

Soon after the return from holidays in 2010, hot on the heels of the decision to produce the 918 Spyder, Porsche had a change at its very top. Michael Macht returned to Wolfsburg to head production for the VW Group while in October Matthias Müller arrived from the Group, where he had been in charge of strategy for all VW's brands. Born in 1953 in East Germany, Müller came up through the Audi channel where he apprenticed before gaining higher education. As the new CEO he brought a more sober and analytical style to Porsche's management boardroom.

Wolfgang Dürheimer remained in charge of research and development, where he assembled a team to make the 918 Spyder a reality. Several key members volunteered for what promised to be demanding assignments. Frank-Steffen Walliser requested a meeting with Dürheimer to discuss the Porsche 918, specifically the fact that since its debut in Geneva the organisational aspects of the project were not well resolved. 'We were missing someone holding the reins,' thought Walliser. 'If you need a lead project manager for the 918, I'd do it,' he told Dürheimer. 'He looked at me and grinned,' recalled Walliser. A few weeks later he was officially named the

918's overall project director.

Walliser had a core team of 170 professionals and could draw on a total of up to 500 personnel to create the real-world 918. Under him were project heads for R&D, production, sales, purchasing, quality and after-sales. In the crucial R&D post was Michael Hölscher, who brought to the job not only his experience in heading the creation of the Carrera GT but also eleven years managing customer projects for Porsche that included the Mercedes-Benz 500E and the Audi RS2. Vehicle testing was the responsibility of Holger Bartels.

His task was straightforward enough, said Frank-Steffen Walliser: 'We wanted to keep the design of the show car intact, get fuel consumption to three litres per 100 kilometres and return a Nürburgring time as fast as the Carrera GT.' Walliser emphasised the spirit with which his team handled setbacks, coped with differences of opinion, accepted decisions and kept its eyes on the objective. 'We were walking a tightrope for practically three years,' he said.

To launch the decisive phase of the Porsche 918 Spyder's creation Walliser organised a kick-off event in the Weissach cafeteria. Some 400 personnel were on hand to learn what their aims would be in implementing this project, so vital to Porsche's reputation and morale. Among those present was Walter Röhrl. Walliser asked the motorsports icon to say a few words.

Röhrl stood up, took the microphone and spoke in a completely sceptical tone about the project. 'I thought the Carrera GT was too heavy,' he said, 'and now the new car is supposed to weigh 300 kilograms more than that. You can imagine what I think is important.' The crowd applauded enthusiastically. 'The hybrid, I don't need it,' Röhrl added. 'Make a sports car like the Carrera GT, just better.'

'At first I just stood there sheepishly,' Walliser recalled. But then he regrouped, thanked Röhrl and added, 'Well, it looks like we have another challenge—convincing Walter Röhrl of the hybrid concept!'

'I had a mixed team from Motorsport and normal sportscar development,' added Michael Hölscher, 'similar to what I had with the Carrera GT. Specialists from Motorsport worked on the areas of drive-train and carbon-fibre while part of the team came from the normal development areas where we have to deal with surfaces, gaps and so on, quality issues.'

Areas where the team could short-cut the design and test process were the new car's suspension and structure. The 918 Spyder's suspension had geometric affinities with the underpinnings of the Carrera GT. To save vital space, however, that car's inboard strut-controlled springs were replaced by conventional spring/damper units, sloped inward to their frame mounts. Front and rear suspensions had conventional triangulated wishbones, again like the Carrera GT, although two links instead of a single V-shaped part comprised the upper wishbones.

Attached by newly developed central locking, the forged-aluminium wheels looked even bolder than those of the concept car. No longer flaunting covers, their stylised design of ten paired spokes, each joined by a peripheral loop, discharged a sensation of frenzied activity that was perfect for this high-voltage hybrid.

The 918 Spyder's wheel brakes were only the ultimate stage of retardation in a system that was as spectacular at slowing as it was at accelerating. When its driver depressed the brake pedal the initial deceleration was controlled by electric motors acting as generators to the extent possible. The braking torque delivered by the motors in this mode could decelerate the 918 by up to 0.5 g. 'At a speed of 62mph,' said Porsche, 'this equates to a stopping distance of 171 feet. Only twelve years ago this was the braking performance of a medium-sized sedan.'

Converting far more kinetic energy to electrical energy than other hybrid vehicles, the 918's recuperation could be as great as the 230-kilowatt capacity of the traction battery. Equal to 313 horsepower, this energy was delivered directly to the battery. The

No quirk of styling, vents in the front fenders of the 918 Spyder released wheelhouse pressure to help increase front downforce in the manner of the Type 991 GT3 RS





Porsche 918 Spyder came to a complete halt from 186mph in 811 feet. This, said Porsche, was 'a peerless record that comparable series sportscars cannot even come close to touching. The previous record-holder – the Porsche 997 GT3 RS – needed 886 feet to do the same thing.'

Walliser and Hölscher took full advantage of the latter's experience with the Carrera GT to design and specify resin with carbon-fibre reinforcement as the structure of their 918 Spyder from the footwell to the rear of the chassis. As in its supercar predecessor this was divided into two elements: the monocoque, carrying the occupants, battery, fuel supply, front suspension and drive motor, and what Porsche called the 'unit carrier', which bolted at six points to the monocoque to house the engine and transmission while also carrying the rear suspension. Protruding fore and aft from the structures were aluminium pylons designed and shaped to absorb crash energy.

With none of the exterior body panels playing a structural role, the 918 could be

tested and developed in rolling-chassis form. 'That means that we have a concept coming from the motor-sports world,' said Michael Hölscher. 'That was our first driving machine. It gave us an advantage of about three months in development, because even for the prototypes the longest tooling is the outer panels. So we had a driving machine and could start with the application of the engine before we had the real prototypes.'

Just as the Carrera GT was powered by a derivative of a racing engine, albeit one that never raced, the 918 Spyder took a trick from the same book. This time it was an engine with a racing pedigree, that of the RS Spyder. Obvious though the MR6 V-8 was as an off-the-shelf power unit for the concept 918, it had been conceived under very specific circumstances. As an engine for Porsche's LMP2 racer it was subject to the inlet-restrictor whims of the ALMS rulemakers. On the positive side this meant that every effort had been expended on keeping its internal friction low and its combustion efficiency high.

Above all, said Michael Hölscher, 'we had

to civilise this engine. Of course the racing people do not care about emissions. They do not care about noise and so on.' With these demands stepping to the fore, it was obvious that power and torque would be lost in the road-going version, dubbed the Type HIS for *heisse Seite innen* or Hot Side Inside for its central exhaust outlets.

The answer was the same as with the Carrera GT: more swept volume. With the cylinder bore of 95mm constrained by the bore spacing of 105mm, a stroke increase was indicated. There was ample scope to add to the original dimension of 59.9mm. Raising the block's deck height accommodated a stroke of 81.0mm, bringing capacity to 4593cc. In any case a longer stroke was the right direction for emissions reduction.

From there and throughout the HIS V8 'The whole engine is definitely a complete redesign,' said Hölscher. 'We don't have an alternator. This engine does not have a starter. And this engine does not have a belt drive because all these things are done by the electric motor in the rear. There we could

Picked out in red are the 918 Spyder's main electric elements: the front-drive motor and gearing at left, the battery package centrally and the electric motor at the rear

Here conferring with Walter Röhrl, right, Wolfgang Hatz took over responsibility for Porsche R&D in February 2012. Development of the 918 Spyder proceeded under him

To keep heat away from the batteries, the 918 Spyder's exhaust system was in the engine's vee instead of along its flanks. Exhaust manifolding here was for early testing



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save 30mm in length. We do not have a direct-drive air-conditioning compressor because that is electrically driven. As in the racing engine the water pump is combined with the oil pump and mechanically driven.

'The biggest change,' Höltscher continued, 'came from the fact that we have a battery in the car that doesn't like heat. The battery is

said, "Okay, we have the exhaust in the interior of the vee. We can have the pipes on the back of the car, not on the side or in the rear. But on the back of the car." And some people said, "How does it look? Like a truck?" Then our designers said, "We have a very good idea." That was their creation of our top exhaust. That is the biggest change, of course

Spyder its rev limit was 9150 rpm and its compression ratio 13.5:1. 'At the start of development we were aiming at 550bhp,' said new engineering chief Wolfgang Hatz, 'but it became clear to me we needed the highest figure for the engine and I wanted to see a number that began with a "six".' Reached at 8700 rpm, its peak power was 608 bhp. Torque peaked at 398lb ft at 6700 rpm, low enough to be able to pick up smartly where the electrical torque faded.

For the transmission, said Michael Höltscher, 'we took the seven-gear PDK that comes from the new 911 Turbo. We had to turn it around because otherwise we would have had seven reverse gears!' In fact they turned it upside-down so that the power input was on its lower shaft instead of the upper shaft as in the Turbo. This required major changes to its housings and oil system, which had an external oil/water heat exchanger. The inversion allowed the engine to be as low as possible in the chassis, aiding the fight for a low centre of gravity.

Although close kin to its concept-car

Looking simple enough, the 918 Spyder's rear-view mirrors resulted from clashes between engineers and aerodynamicists. Their pylons diverted more air to the rear scoops

Passing through the catalysts of the final layout, exhaust gases curved forward into the main transverse silencer. Butterfly valves controlled flow into alternate passages

Capable of a maximum 156bhp, the rear electric motor was between engine and transaxle with clutches that allowed it or the engine or both to propel the 918 Spyder

“ The 918 achieved maximum system performance of 887bhp ”

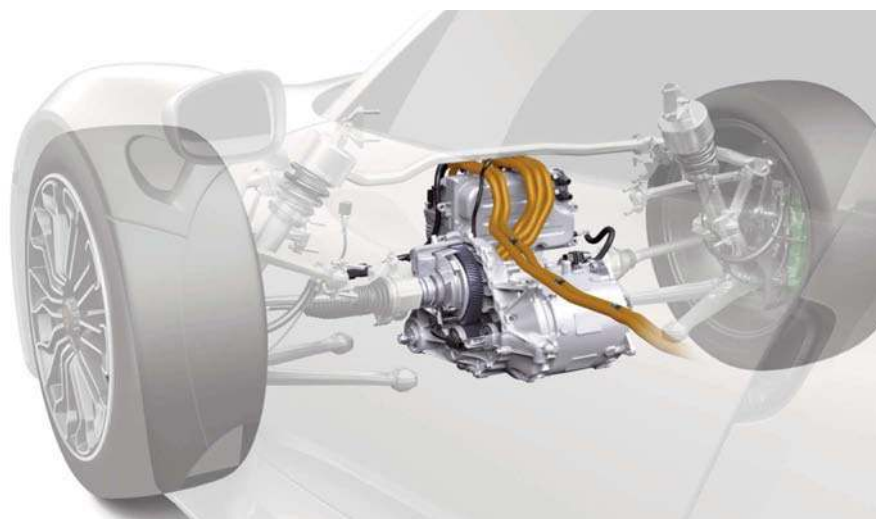
very low in the centre, so we decided to bring the hot parts away from the battery. The hottest part is normally the exhaust system and that is in the lower area. Then we said, "Well, let's change it. Let's put the exhaust system in the inner side of the vee and the cooler intake system on the outer side."

'We discussed it,' added Höltscher, 'and we

— that we have the air flow in the other direction.' It was a spectacular choice for the HSI, even more striking than the original side exhausts which would never have received type approval.

At 298 pounds the HSI V8 was a paragon of lightness for its 4.6 litres, less than the 310 pounds of the donor MR6 engine. In the 918





Developed for Porsche by GKN Driveline, the 918 Spyder's eAxle electric motor delivered up to 129 bhp to its front wheels. At speeds above 164mph it was deactivated

Three gauge units rested in pods within a cowl in the dash of the 918 Spyder. Shrouded in the cowl was an info screen with the console carrying minor controls

In the final 918 Spyder its tail lamps followed the latest 911 concept but in a bold looped design with high visibility. Underbody venturis aimed for more downforce

predecessor, the production 918's electrical system changed significantly in its final configuration. The combustion engine's power output passed through the centre of the Type SMG 180/120 electric motor developed by Bosch in a layout akin to that in Porsche's Panamera and Cayenne hybrids. Clutching arrangements allowed either the V8 engine or the Bosch motor or both in harness to drive the 918. Virtually from launch the motor could develop its full 277lb ft of torque, building to its power peak of 156bhp.

Another electric motor powered the front wheels as required. Porsche turned to a supplier, GKN Driveline International GmbH, for a version of its eAxle drive using a single motor to power both wheels. Relinquished thereby was the possibility of delivering different torques to the front wheels to gain steering effects.

By marrying its energy sources the 918 Spyder achieved maximum system performance of 887bhp and a crankshaft-equivalent maximum torque of 944lb ft in seventh gear. The term 'crankshaft-equivalent' expressed the level of torque the engine of a conventional vehicle would have to produce to build up and deliver the same tractive force to its drive wheels. Within the broad speed range of 800–5000 rpm torque remained above 590lb ft at all times.

'We also have the possibility to drive purely electric,' Michael Hölscher pointed out. 'You have as much power as the first

911 Turbo with only the electric motors working. Even people who said "I don't need it" love it if they once drove this car electrically. They really love it. It is not comparable with driving a golf cart.

'A lot of people think we have a battery that lasts for 20 miles,' Hölscher added. 'They say, "I start here at Stuttgart and when I am in Heilbronn the battery is empty. Then I only have 608 horsepower." But that is not true because the battery is constantly recharged. If you do not use full power – if you are honest you use only one per cent on the road – you can recharge the battery. So on public roads you always have the 887 horses. We have power for about 80 per cent of a Nordschleife lap.'

The system's adaptive aerodynamics were the result of wind-tunnel testing of a half-scale model on a moving ground plane at racing-car builder Dallara in Italy, followed up by correlation tests in Porsche's own full-scale tunnel. A key part of the system was a new rear wing. Resting near the rear deck in its most passive position, the wing was hydraulically controlled in both height and angle of attack. Its ingenious engineering, the work of Juergen Durr, Frank Haunstetter and Johannes Doll, took only three seconds to change wing height by almost five inches.

To designer Saracoglu's credit was the elaborate engine cover. The back of the car, the area between the rear fenders from the rollover elements to the rear wing, was a

nexus for the merging of stylistic, aerodynamic and thermodynamic demands. In April of 2012 Saracoglu applied for a patent on the engine cover, a striking advance on the 'negligee' that covered while also revealing the engine of the Carrera GT.

The cover proper was a stainless-steel structure with no fewer than 7335 hexagonal perforations – cut by a laser in a four-hour session – to create a honeycomb pattern with a web of one millimetre between the cutouts. At its centre were grilles above the catalysts and at each side the unique top-mounted exhausts. No less than 132 production steps and more than 100 tools were needed to create the engine cover in a process involving seven suppliers

All vehicle functions that pertained to driving were integrated into the three-spoke steering wheel designed by Martin Pohanka and Morten Goedecke. To the right and below its hub was the map switch, which was rotated to select the four basic driving modes. The Hot Lap configuration was activated in Race Hybrid mode by pressing its central red button.

A clock in project leader Frank-Steffen Walliser's office marked the days remaining to the beginning of production on 18 September 2013, counting down each day. Holding many small daily discussions, he considered it essential to speak to everyone twice a week. At the end of 2011 the core team moved into a newly outfitted office building at Weissach's





Flacht complex. 'That brought fresh momentum to the project,' Walliser related. 'With team members now bumping into each other in the hallway, their communication really picked up and the feeling of being a team grew stronger.'

Their prevailing preoccupation was weight. The qualms of Walter Röhrl could not be set aside. 'The initial weight calculations revealed that the car would be way too heavy,' said Walliser. 'So we sat down and played the part

was not wildly over the 3540 pounds of a 991 Turbo S.

The acid test of the readiness of the 918 Spyder took place on the morning of 4 September 2013. Let Frank-Steffen Walliser tell the story:

Following a chilly night we found ourselves standing at the Nürburgring at the break of dawn, watching as the sun came up. The mixture of nerves and excitement in the air was palpable. We were given exactly

time ever driven on the Nordschleife in a road car.

Marc Lieb was on the track and the start signal was given. I stared at the clock. Sometimes it can feel as if time slows down. However, it seemed to go faster than normal that day. Where was he right then? Kesselchen? Bergwerk? All of a sudden the roar of the V8 engine pierced the quiet of the morning. There he was, on Döttinger Höhe. All eyes looked anxiously at the clock. Eighty colleagues held their breath; no one said a word: 6:57!

Porsche kept the lap time under its hat until 10:30 on the morning of 10 September. Projection of the magic three digits on the big screen during the press launch at the Frankfurt show by Messrs. Hatz and Röhrl 'had the collected crowd clapping, cheering and tweeting,' said Andrew Frankel. They had good reason for it was a stunning achievement.

Wolfgang Hatz took a bullish attitude when he was asked if Porsche would create a successor to the 918 Spyder. 'Yes,' he replied. 'Not immediately but not in 20 years' time either. When you develop such cars you also develop a generation of engineers. I'm confident that all they have learned will feed back into the company for many years. We want to keep that momentum.' It was a great philosophy that worked with the 959 albeit less so with the Carrera GT. Roll on, Porsche, to a hypercar future. **PW**

Marc Lieb smashing the 'Ring road car lap time in Sept 2013, with a time of 6m 57s

“ Eighty colleagues held their breath; no one said a word: 6.57! ”

of detectives, searching for each and every gram we thought we could do away with. We had some tough talks with the people from finance because solutions that save weight usually cost more. But we knew that we had to stand firm on this issue.'

The result was judged satisfactory. The 918 Spyder's centre of gravity was only fractionally higher than its wheel hubs. Weight distribution was 57 per cent to the rear, ideal for the car's traction and handling balance. Empty weight was 3690 pounds. Although this was 405 pounds more than had been postulated at Geneva in 2010, it

four laps. Just four laps would decide whether we were right about our concept. Do electric motors improve supercars?

A million test kilometres behind us had taught us a lot. In the process we solved the impossible time and again and brought hundreds of innovative ideas to life. This would be the final proof. Walter Röhrl was convinced – and had been for a long time – that it would go well. The day before, he turned in a lap time of 7:04 without breaking a sweat. There had been no major preparations. It simply happened, just like that. Mind you, that was the fastest



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FULL ART ATTACK

A hunky riot of red metal and black carbon: that'll be TechArt's latest toy, the compactly-named GTStreetRS. We go gaga at Goodwood



If you've got it, flaunt it! TechArt are past masters at that, and now they've hiked the horsepower and decked the ducting, everyone knows this rampant red roustabout is something a bit special. It's labelled the GTStreetRS: at first glance, a 911 on steroids; but precisely what sort of uppers we're dealing with isn't totally clear. And, of course, that's half the point. The reason you buy into any of the pumped-up Porsches put out there by the satellite tuners orbiting the Stuttgart solar system is because you wish to differentiate yourself as overtly as possible from the mainstream. And this beastie is the very latest manacled fist to emerge from TechArt's Leonberg lair.

It's Festival of Speed weekend, and I'm with TechArt PR Marc Herdtle, discussing their latest GTStreetRS in the lee of Goodwood Race Course. First, the look of it. Those of a nervous disposition avert your gaze. The black detailing that highlights the

various scoops and aero has a curious mottled effect, rather than the more conventional criss-cross weave normally manifest in carbon and Kevlar components. As Marc explains, 'We call it the Forged Design car. The black, random-mottled material is similar to the Lamborghini-Calloway composite; it's carbon-fibre, with strands randomly aligned, so they're not like a mesh, and this gives two things: stability to the components, but, more importantly, it provides another styling finish, which means that the body-kit is different from the GTStreetR.' And, if you remember, we featured that particular creature a couple of years back in these hallowed pages – the livid lime-green machine with similar black detailing. Colours? There's nowhere to hide! Starting with the 996, there have been three generations of GTStreet models. 'We have a number of customers who prefer not to take their car to the race track, or just store it in their garage: we have those who like to drive

it every day, simply because it's fun. And it's not like a race car, which, after a few kilometres will become too demanding.'

The GTStreetR was no shrinking violet, but the RS model has gone a step further. 'Another intention was to give the car a more aggressive look. This Forged Design composite material is fairly well known and it's been used in this market for the past three years or so. Lamborghini-Calloway actually invented it, and as far as I know Forged Composite is actually a brand name they gave to the material. But we wanted to give the car the optical appearance of this material because it really makes it a bit more radical, even more so than the GTStreetR, where one of the prominent features was the carbon-fibre mesh used for the bodykit.' As a further sophistication, the GTStreetRS is also fitted with high-tensile lightweight glass made by Corning Gorilla Glass.

Like its lurid lime-green stablemate, the GTStreetRS is also based on a 991 Turbo





S, but in addition to the new elements of bodykit, it also has a stronger TechArt power kit, incorporating new variable turbine geometry turbochargers, lifting power output in Sport mode to 770bhp and 920Nm of

We do the walkaround. It's a lesson in the whys and wherefores of bodykit-enhanced aerodynamics. The front lid is unique to this model, while add-ons include the wheelarch extensions, a profusion of air-inlet and outlet

there are several air channels specially configured for this car, beginning with the front apron and active splitter that optimise airflow to the large ducts ventilating the water-radiator and oil-cooler. The front lid is in carbon-fibre, which we call the TechArt aero lid because it has an aerodynamic shape that guides the air into the two NACA ducts that provide additional brake cooling. It's important to stress that these are not merely visual features; every air duct and every opening you can see in the car's body has a technical and practical purpose.' There's more ducting over the top of the front wheelarches in the shape of ventilation louvres that extract hot air from the brakes. These louvres are similar to those of the GT3 RS, but Marc stresses that they are TechArt parts, being slightly larger and

You either get it or you don't. There is no middle ground here, but for those that want to stand out, then TechArt's creations take Porsche tuning and styling to another level

It's carbon fibre, but not as we know it. Known as a Forged Design composite, the strands are randomly aligned as opposed to arranged in a more uniform mesh/weave

“ These pieces of bling bejewel every aspect of the car's extremities ”

torque, good enough to travel from standstill to 100kph in a mere 2.5 seconds, and from 0 to 200kph in just 8.1sec. Top speed is (a governed) 340kph on road-legal tyres, and 360kph is doable with appropriate tyres on.

ducts, as well as diffuser and trim on the rear wing. Each a piece of plastic sculpture in its own right, these pieces of bling bejewel every aspect of the car's extremities. Marc does the specifics: 'if we start at the front,



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angled differently, to improve the ventilation inside the wheel arches and assist with heat dissipation from the brakes. The ducts in the rear three-quarter panel ahead of the rear wheelarches feed air to the intercoolers, and

The black front lid is a hollow carbon-fibre shell, composed of upper and lower layers, and the underside is embossed with the TechArt logo. With the front lid lifted, the eye falls on the unusual orifices that link with the

Visually, of course it's making an extreme statement, but all such offerings have to be backed up by a set of equally rad wheels. In this case, they are 20in forged alloy TechArt Formula IV Race, in matching black, progeny of the company's five-spoke wheel design going back 20 years, now viewed as classic in some circles. Actually, these are double-fives – ten-spoke, if you like. Marc qualifies the designation: 'our wheels evolved from Formula II to Formula III, which was TechArt's first forged wheel, and then Formula IV Race, which is a lightweight forged wheel with a central locking device, and that is basically how the Race wheels differ from the others.' They're shod with Michelin Pilot Cup Sport 2, which are 265/35 ZR20 at the front and 325/30 ZR20 at the rear. The brakes are original Porsche 991 Turbo ceramic composite discs, and although TechArt used to make their own brakes they decided that the standard issue stoppers were so good

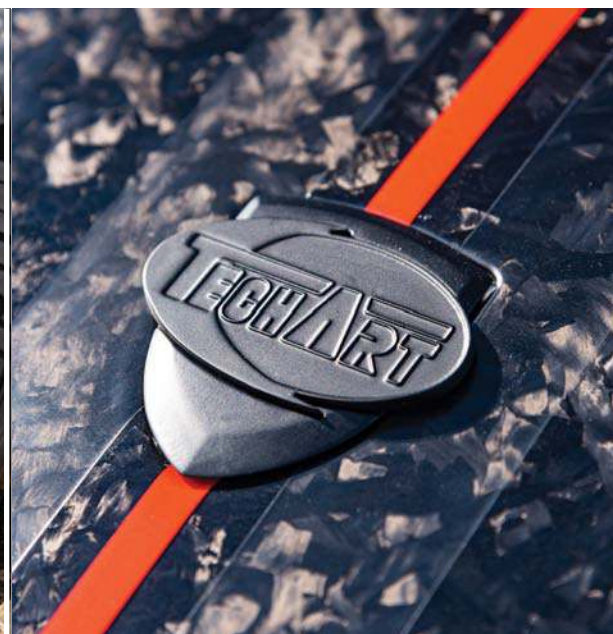
You may think that the GTstreetRS is all style over function, but TechArt insists that is absolutely not the case, with all the appendages having either an aero or a cooling effect

“ Everything TechArt does with a car body has function ”

are also a little bigger than the regular 991 Turbo S. There's also an intriguing air duct on the leading edge of the rear lid, which serves to guide additional air into the engine, necessary on account of the power hike. On both lower corners of the rear panel there are paired vents that release hot air and also act as venturii to augment rear downforce.

NACA ducts in the lid, channelling the cooling air downwards. 'Everything that TechArt does with a car body has a function,' declares Marc. 'It's there for a purpose; hardly anything is done just for ornamentation or special effect.' That said, you don't own a TechArt car if you're anything other than ostentatious.

Left: Not surprisingly TechArt uses Porsche's standard 991 carbon ceramic brakes under its own bespoke wheels



they might as well stick with them.

The rear wing is one of the more complex devices that I've seen: it's an active two-level bi-plane that can be raised and lowered at the press of a button on the centre console, cantilever-tilting by 15-degrees. The wing also activates automatically, so it deploys at certain speeds, and then in performance mode its angle self-adjusts by 15-degrees to generate more downforce on the rear axle. Its supports and upper level are in black carbon, with that deep red lower section and end-plates. All TechArt aerodynamic bodykit passes through the wind tunnel during its development, and the shape of the top wing profile is a case in point, being similar to the GTStreetR, though the RS version employs a little spoiler at the top of the car's rear window which has a very slight angle, enough to deflect the airflow directly onto the wing profile. 'Overall, it's well balanced aerodynamically,' avers Marc, 'which means it has sufficient downforce, especially at higher speeds, but it has a still has a good drag co-

efficient, and that's one of the achievements of the engineering department, working with our designers in the wind tunnel.'

The underneath of the car is almost completely covered, so in effect it's flat, in the interests of generating ground-effect downforce, amplified by the diffuser at the bottom of the rear valance. It also has a more cosmetic effect of highlighting the centrally-mounted exhaust tailpipes, which consist of four tips, the culmination of a full TechArt system. Marc again: 'this exhaust generates a suitable sound for the car, and it's a controlled system that's operating without steps, so it's continuously adjusting the sound. Usually exhaust systems just have the valves open or closed, but this one has intermediate positions as well, so it's still possible to homologate it in terms of noise so it's road legal, but on the other hand when you're in the mood you just switch to Sport mode and then you'll have the full sound experience as well.'

The clue as to the car's persona is in the

name – this is a road car, though, as Marc affirms, it can perform perfectly well in trackday mode, too. 'It can be driven perfectly normally on the street, and then you can go to the race track and drive it in an impressive way because it's powerful enough to perform like a genuine sports-GT car.' As a package, you can see how it comes together, providing the security of the Turbo's all-wheel drive powertrain, combined with the specially evolved aero. Suspension is enhanced by PDCC (Porsche Dynamic Chassis Control) compatible Bilstein coil-over dampers. 'In that way, you have a car which is not only quick in a straight line, but you can also drive winding roads quickly, too, and it still provides all the comfort you expect from a 991 Turbo S.'

True enough. The so-called Clubsport cabin is a sophisticated snug bar where creature comforts abound: 'It retains air conditioning, it has heated seats, regular sat-nav, and it has everything you need to drive in everyday mode,' he says; 'it's the best of both worlds, one which is pure performance,

The impressive rear wing can be raised and lowered at the touch of a button, cantilever-tilting by 15-degrees for maximum downforce on the rear axle





and the other which is comfort and individuality.' It's equipped with snug-fit TechArt-monogrammed seats, with GTStreetRS embroidered in the backrests. Another new fabric to be incorporated in the seat upholstery is 'virgin wool', complementing the leather, said to be not merely comfortable (which they undoubtedly

by a cross-braced rollover bar, painted in red to match the bodywork. The PDK shift is nicely embossed with TechArt's logo, and elements of it are in matching red as well. The TechArt wheel is flat across the bottom to clear your thighs, and it's manufactured in-house – and we've admired their workshops and saddlery in the past when visiting their

heated steering wheel, for example, this element will be built into the TechArt wheel.' Another example of the company's personalising service is the perforated Alcantara lining the central areas, through which the red body colour is visible. Other neat touches include the red clock, rev counter face and the Sport Chrono dial. Even the electric seat adjuster levers are painted red. Every GTStreetRS is delivered with a hand-stitched document wallet, a rather fetching handmade helmet bag – containing a red racing helmet with the number 2 painted on it, relevant to this particular car, of course – and a shoe bag to hold your driving shoes, also in the same colour and material as the cabin interior.

TechArt's power kit gives the GTstreetRS 770bhp, making for a road car that's as quick as anything

“ A GTstreetRS plaque on the glove locker declares this is car no2 ”

are) but also beneficial in cabin climate control as well as having flame retardant properties. There's also a feast of Alcantara going on, and a GTStreetRS plaque on the glove locker declares this car is number 2 out of 10 special editions. Occupants can select either the four-point harness or regular seat belts, all in red to match the car's body colour, depending on the envisaged action. Instead of rear seats, the space is occupied

Leonberg premises – revelling in a leathery welter of vertically-suspended hides (sniff those skins!) and lines of skeleton wheels. There's a bespoke element to all TechArt offerings. As Marc affirms, 'all our steering wheels are completely made in-house; we have our own moulds on which the wheel is built up on the basic inner steel rim and arms, and all the features and functions are incorporated onto it. If the customer orders a

As far as Porsche is concerned, companies such as TechArt who whine and grine its products are about as welcome at the FoS as a peregrine at a pigeon party. The GTStreetRS doesn't get a run up The Hill, but nevertheless, it is parked on a plinth amongst the supercars for the duration of the Festival weekend. So, even though we don't get to helm it up The Hill, we do at least get to grips with it in the hinterland surrounding

Interior gets the bespoke touches that you would expect. Tipler is an optional extra





Above: You'll need the harness with all the power! Middle: Front lid is a hollow composite moulding, with the TechArt logo embossed on the underside

Goodwood Racecourse.

Even just sitting behind the wheel, let alone starting up, this is an awesome machine. I slot the PDK shift into D and off we go. I play myself in, feeling out the gutsy power delivery. That little red turn-button on the steering wheel arm is just too tempting! I switch to Sport mode, and instantly the power kit comes on, manifest in a surge of revs and blast of exhaust volume – and an additional gobbet of power, should I wish to deploy it. Like a giant ladybird, the GTStreetRS prowls the Sussex backroads. It's firm, but not distressingly so, and though I can feel all the undulations in the road, the ride is fine. The Sussex Downs provide some hugely entertaining and – if you're pressing on – challenging enough hilly backroads, and I sling the GTStreetR through a series of agreeably banked S-bends, taking care with throttle pressure, and it steers perfectly and flows smoothly through the turns – and I can easily induce as much drama and excitement as I wish, just with a tweak on the accelerator. It's a delectable experience. On the straight, it's exhilarating, with acceleration suggestive of an Olympic sprinter, bolting along the forested straights and pressing me

back in my seat unless I'm circumspect with the throttle. Yet at no time did I feel it had the better of me, and, ultimately, it's a very civilised car.

Our photoshoot involves a succession of swiftly executed about-turns for the snapper's benefit, and as I approach some of the more uneven turnarounds I apply the on-board nose-lift mechanism so the front splitter doesn't catch on cobbles, elevating the nose by 60mm. The on-off button is between the seats, roughly where you might expect the cigarette lighter to live, and the front drops to normal ride height once on the move again.

While some tuners might strip their subject car to the bare bones in a quest for lightness, in pursuit of speed and handling finesse, TechArt does not seek to save weight; rather the opposite, in order to provide the most comfortable and occupant-friendly environment within the cab as possible. 'Our cars still have their navigation system, their air conditioning, whatever it takes, and all TechArt cars, even if it's the GTStreetRS, which delivers the ultimate performance, can be individualised so it has everything you can possibly need for the perfect driving experience, and we should not be confused

with tuners that are mainly focused on getting the best lap times, for example. Saving the last gram is not really the point, because otherwise we wouldn't have all these creature-comfort features still on board. We are presenting a complete package, a car which the customer can drive every day, or in racing mode if he likes.' Everything mentioned above, when applied to the GTStreetRS, would add €143,520 to the price of the standard 991 Turbo. But this is customising at its finest, if most blatant.

We've only seen spy shots of a car that's purportedly the forthcoming 992 Turbo testing on the Nürburgring, though rumours suggest it's not far away from release. TechArt are currently working on their own version of the 992 Turbo, and we shall no doubt be reviewing that in due course. Modern art has always been about pushing the boundaries of what's acceptable, sometimes assaulting the viewer's sensitivities, which doesn't please everyone, especially not the purists. But TechArt have done something fairly sensational with the 991 Turbo and gone that extra mile with the GTStreetRS. It grows on you. In fact, it is a work of art on its own terms. **PW**

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BRAKING BAD TO GOOD

Modern Porsche brakes are about as uncomplicated as they come, making pad and disc changes surprisingly quick and easy. Satisfyingly cost-effective, too, if you do the work yourself. But there is often something that adds value and 'excitement' to the job – which in the case of this 997 was the fabrication of two new rigid hydraulic pipes for the front calipers. Story and photos by Chris Horton



Porsche, as you might expect of a manufacturer that has long been so pre-eminent in motorsport, equips its cars with brakes that are not only exceptionally powerful but also remarkably easy to service. After all, the last thing you need between your practice session and the race itself is to waste precious time fiddling about with the weird and wonderful systems that some other car makers have come up with over the years.

What that means to you, as the owner and driver of a typical modern road-going Porsche – and the system shown here is broadly similar from the first 986 Boxster through to the latest 992 – is that, despite your car's huge performance, friction-pad and even disc replacement is the kind of

task you can tackle in a leisurely Saturday morning's DIY. Perhaps the afternoon, too, if you have never tackled it before and/or are taking your time.

Whether you will choose to, of course, is always going to depend upon a number of factors – and the labour element alone is rarely going to be the most pressing consideration, even if you are paying an independent or a Porsche Centre to do the work for you. But you will be able to save a worthwhile amount of money by shopping around for the necessary parts, and/or the tools that you may not already have. And the satisfaction that comes from getting out there and doing it yourself is immense.

There are, of course, some obvious safety precautions to observe. You will need to remove the car's wheels, so make sure

you can support the vehicle safely on axle-stands, and never on a jack alone. Modern friction materials no longer contain asbestos, but you should avoid breathing any dust they will have produced: wash it off with an aerosol can of purpose-made brake cleaner (which is itself the only solvent safe for use on the full range of materials you will be encountering), rather than blowing it away with compressed air.

Always replace pads and discs, and other parts, in either pairs or axle sets, as appropriate. This is essential to avoid the possibility of uneven braking, and thus the car pulling to one side or the other. And plainly it behoves you to use only top-quality branded items, not some cheap and nasty Far Eastern counterfeits dredged up from the darker corners of the internet. Euro

The routinely visible outer surfaces of your Porsche's brake discs might look OK, but take them off and the inside faces will often be as badly scored and corroded as this – even where the car shows little or no sign of reduced stopping power. Euro Car Parts sells Pagid front discs for a typical 997 Carrera for as little as £200 per pair, with Brembo pads for around £150. Hardly expensive given the car's likely value – or its huge performance

Corrosion often affects these short rigid brake pipes, too (right). They are not expensive to buy, but easily made if you already have the relevant tools and materials. And a pad and disc change is the ideal time to tackle them, even if it will mean later bleeding the brakes. First steps are to disconnect the wear-sensor and ABS wires, then to clamp off the flexible hose to minimise fluid loss. For obvious reasons, liberally soak all fixings with penetrating oil. It doesn't matter if that gets on to the pads or discs – they will be going straight in the bin



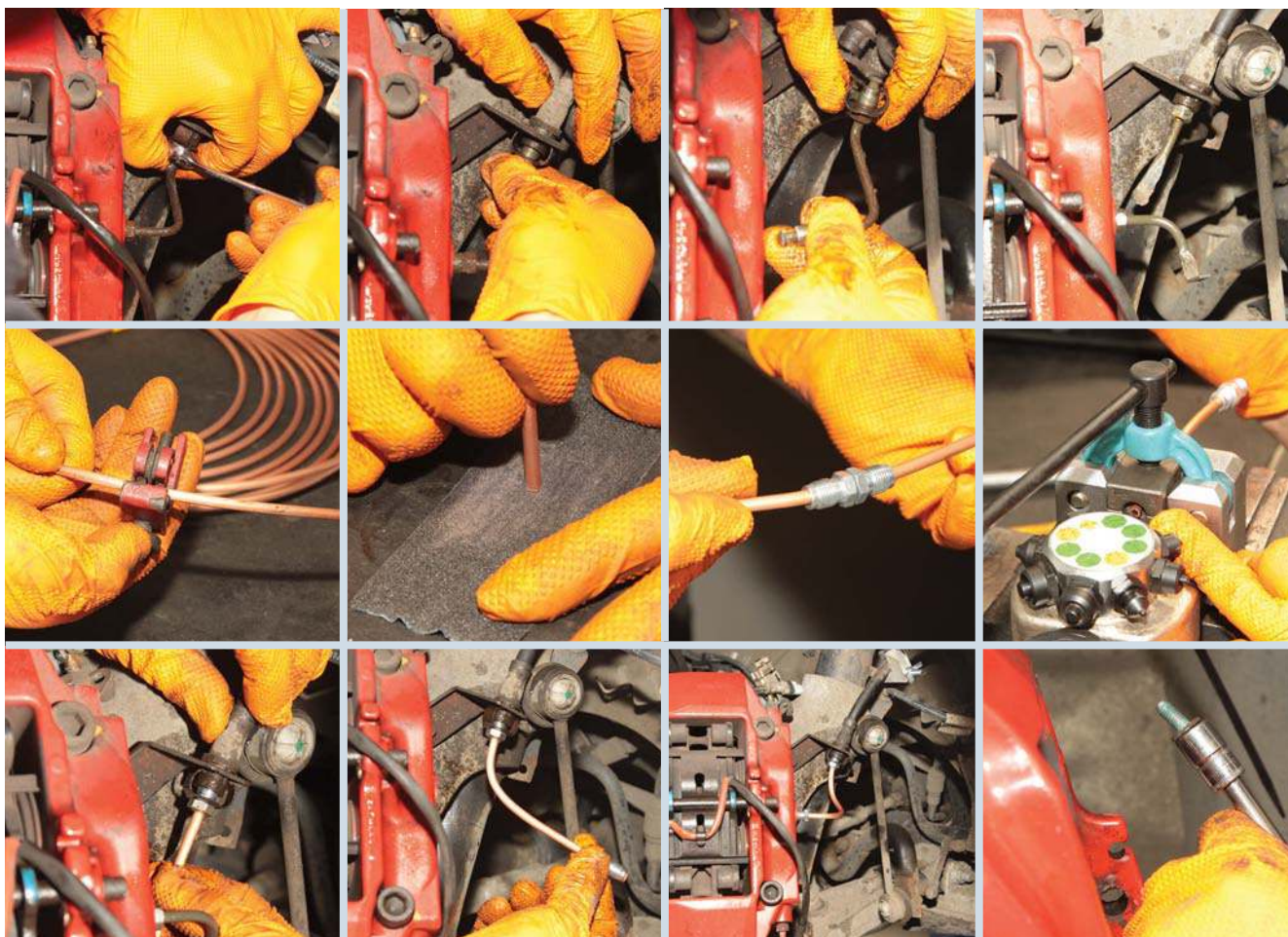
Car Parts (eurocarparts.com) has for many years been the go-to source for those of us here in the United Kingdom, often supplying original-equipment Porsche components, as well as after-market items, but try also Design 911 (design911.co.uk), Porscheshop (porscheshop.co.uk), and perhaps even Porsche itself, which sometimes has special offers running.

Where it is necessary to break open the hydraulic system, take care to avoid either contaminating the fluid within the pipework, or else allowing it to 'escape'. Old fluid, which is both toxic and possibly flammable, must naturally be disposed of in the same environmentally acceptable way as used engine oil. Obviously the system will need subsequently to be refilled and have bled

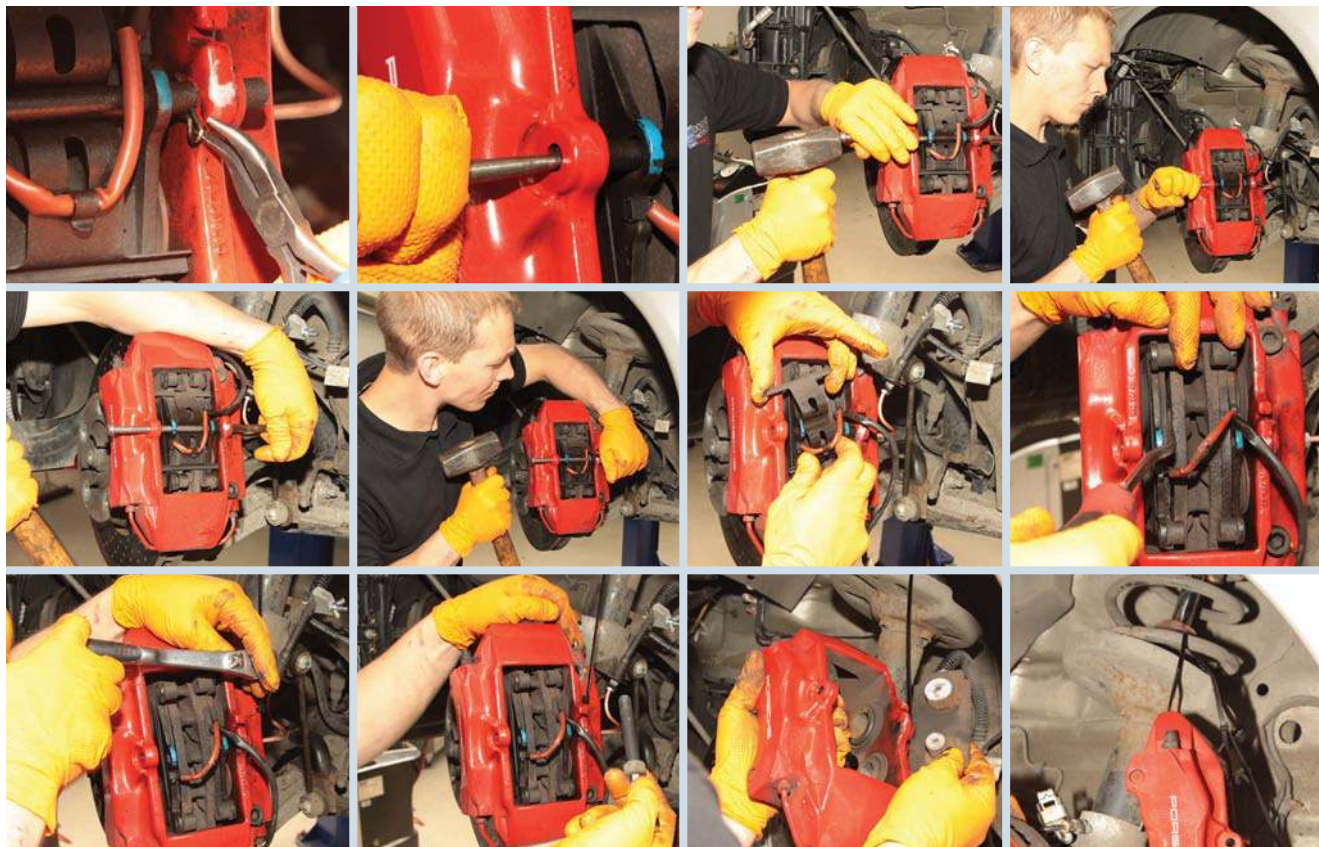
through it the air that will have been introduced – itself another surprisingly simple process with the correct equipment – but for those who don't already know the basics we shall be covering that in a forthcoming issue.

As far as tools are concerned, pretty much everything you are likely to need is shown in the accompanying photos, shot

A proper pipe spanner – basically a ring spanner with a slot cut in it – is essential to grip the hydraulic unions safely and reliably. To save damaging flexible hoses from longer-term compression by the clamp, Phil Long screwed in this blanking plug (top row of pictures, far right), home-made from a short length of old tube, hammered flat. New pipe is easily made from rust-proof copper tubing; shame Porsche couldn't be persuaded to have done the same... The best way to shape it, reckoned Phil, is to screw in the upper end, and then make the two roughly 90-degree bends by eye and hand. Make sure spring-clip, designed to tension connection with hose against bracket, is replaced. This single M6 screw (bottom row, far right) secures the bracket via which the hose and pipe are attached to the wheel hub. It's this that you would undo during a routine pad/disc change alone, to allow the caliper to be removed without also having to disconnect any pipe unions



TECH: HOW TO



Pads are retained by a single transverse pin, itself secured by just one 'R'-clip. Simple but effective – and very quick to dismantle. Be careful that your punch doesn't damage the enamel on the caliper. Lift away the single main spring-clip, and then lever back the pads to slacken off any residual grip they may be exerting against the disc. Undo the two socket-head M12 securing screws (see main text for a warning about damaged threads), and then remove the caliper itself. This will allow you to extract the pads, still with their wear-sensor wires attached, and the once (but probably no longer) self-adhesive backing plates. By this stage Phil has reconnected the hydraulic pipe and hose, so the caliper needs to be supported – note cable-tie securing it to spring (near left)

some years ago at Dove House Motor Company in Rushden, Northamptonshire (01933 354144; dovehousecars.com), with the generous assistance of then senior technician Phil Long. (He has since left to pursue a career lecturing in automotive technology.) The only 'specials', as such, are the ring spanners needed to grip pipe unions (so tight do those tend to become that open-enders usually slip, and round off their flats), and a properly designed hose clamp – which prevents fluid loss when the hose is disconnected, but crucially

without also damaging the rubber.

You might need an M12x1.5 tap to clean out the threaded holes in the light-alloy hub carriers, via which the calipers are secured to them. This tends to happen because the securing bolts protrude very slightly from the ends of the holes. So they often corrode, with the result that when you unscrew them the soft alloy is easily damaged. Spraying penetrating oil on the ends of the bolts is obviously a good idea (they are impossible to wire-brush in situ), as is giving them a smear of copper grease

before refitting them, but sometimes – and especially if the problem has occurred more than once before – the only practicable answer will be to have the torn threads reclaimed with a Würth Time-Sert.

In which case, and unless you are both familiar with the technique and already have the right kit, you will need the assistance of either your friendly local independent, who might be persuaded to come out and do this particular part of the job for you, or else a specialist repair company. Search 'thread repairs', or something like it, and you will



Undo the two screws which should still be holding the disc to the hub – they may need an impact driver or, if someone has butchered them, perhaps to be drilled out. Disc should now pull towards you, but due to corrosion on its mounting face may need persuading with a hammer, soft-faced if it's likely that you will be using the discs again. These, unsurprisingly, will be scrapped. Next step is to clean off any corrosion from the disc mounting face, and to apply a thin smear of copper grease. This will ensure that it will come off easily next time round. Check caliper mounting holes in hub for damage caused by corroded screws. If necessary gently clean them out with a tap (again see text), or else have them either Helicoiled or Time-Serted

Porsche recommends that you use new self-adhesive backing plates each and every time you remove and replace the pads, but in practice the old ones can be used again if they are in sufficiently good condition. Peel off the backing paper, apply a small amount of copper grease to the locating pegs, which sit inside the pistons (one small and one large), and slide into position in the caliper. Fit that assembly to the hub carrier with its two securing screws (brand-new if necessary) tightened to 81Nm



quickly find all manner of likely candidates.

Parts-wise you will need – of course – the appropriate pads and discs. (And this is obviously a good time to upgrade, if necessary; see what your chosen supplier suggests for your particular requirements.) New pads can be used with old discs – assuming the latter are not as badly corroded as the ones shown here – but it would be false economy to fit new discs and not to renew the pads, unless the latter have done only a very few miles, and are neither grooved nor worn unevenly. Add to

those the pads' special self-adhesive backing plates (typically £50 per axle set), wear sensors as necessary (around £35 per wheel set), caliper bolts (for the reasons outlined above; about a fiver each), and possibly the small cross-head screws securing the discs to the hubs before the wheels go back on (around 50 pence apiece; there are two per disc). Those often become chewed up by careless handling.

On this car, we also needed replacement rigid brake pipes between each caliper and its flexible hose. New from Porsche those

cost around £16 each plus VAT, but Phil Long made perfectly acceptable alternatives from a roll of rust-resistant copper-alloy tubing, forming the ends to the required profile with the necessary tooling, itself widely available on the after-market. (Try Machine Mart, Sealey or Laser.) Don't forget to refit – or to buy new, if necessary – the spring-clip at the upper end of each pipe, to tension the connection with the flexible hose against the bracket provided. It's an MOT-test failure if these items are either missing or damaged. **PW**

Push pistons back into their cylinders with a suitable lever (taking care not to damage the backing plates). This will provide the necessary clearance for the thicker new pads to slide in – but will at the same time force hydraulic fluid back into the under-bonnet reservoir, so you need to make sure that won't overflow. Slide pads into position (those small circular appendages are vibration dampers, which will also help to reduce any tendency of the brakes to squeal), and then refit the pad-retaining spring-clip and pin (having cleaned any corrosion off the latter), and finally the tiny 'R'-clip. Don't forget the wear-sensor wire – here, with its companion ABS lead, brand-new. Last step is firmly but gently to press the brake pedal to settle the pistons and backing plates against the pads, and thus the friction pads against the discs





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STEVE BENNETT

996 C2



With all the mechanicals largely sorted, it's time to do the fiddly, annoying stuff, like finding and banishing rattles. I've peeled back the headlining to trace the worst of them. Wish me luck!



KEITH SEUME

914



A recent trip to Germany in the 914 was fun and trouble free and encouraging given that the car is still very new to me. Of course, there's still much to do to make it 'mine,' including getting the Fuchs fitted.



CHRIS HORTON

924S, 944 LUX



A momentary blip from the 924S, when one day that refused to start – but then the day after that it fired first time. Hey ho... All good on the 944 front, though – dormant for several months, but seemingly raring to go



PETER SIMPSON

356C, 3.4, 2.7, GARAGE



Roof is on and watertight, the lights and sockets are ready to install, then I can start clearing out some projects one by one. First to move in is the VW T25 for an engine swap, then one can go!



BRETT FRASER

BOXSTER 986 3.2S



Despite the weather (sometimes) I've not been driving the Boxster enough in recent times. Blame the fact that I can hear the rear silencer ever-so slightly beginning to give up the ghost.



JOHNNY TIPLER

BOXSTER 986 3.2S



A simple oil change at new to me Porsche specialist, William Hewitt, turned into a much bigger list of jobs. An oil leak was traced and sorted and this new outfit also managed to get the wheels balanced.



JEREMY LAIRD

BOXSTER 987 3.2 S



The Boxster continues to go about its daily duties, with little in the way of fuss. Sure, there's a few age related issues, but nothing to be too concerned about. We'll see what the MOT throws up in November.



TOP END OVERHAUL

After five years with a sticky patch hiding a split in the leathercloth, our man with the air-cooled 911 thought it was time to restore his Targa top. Here's how he did it – lots of practical DIY stuff, he did once work for *Car Mechanics* after all!



PAUL DAVIES

CARRERA 3.2 TARGA

Occupation:

Freelance motoring writer

Previous Porsches:

'68 912

Current Porsches:

1987 Carrera 3.2 Targa

Mods/options:

Just as Stuttgart intended

Contact:

autowriter@btinternet.com

This month:

Refurbishing the Targa roof, with a handy and comprehensive kit from Design 911

Some say it's the most unloved of all the 911 models. Certainly during the air-cooled era compared with the tin-top coupe only about one-third lift-off roof panel versions of our (well, mine anyway) favourite Porsche were produced. More scarce they may have been, but they also tended to be less valuable on re-sale – roof line not quite so smooth, wind noise greater, and oh those water leaks!

But don't believe all you hear, or read. There is the good side. Removing the Targa bit and folding it into a boot-size package gives the driver and passenger open air motoring without the wind-buffeting torture

of a full convertible, in place it makes the interior as secure as a tin-top, and the 'roll hoop' panel adds safety and rigidity to what is an otherwise floppy body in convertible form.

OK, I admit I bought my Targa because at the time – we're talking 15 years ago now – it was cheaper than a coupe, and also the best available 911 I could afford, whatever the configuration. Since then that top has been on-off-on a million times. It's never leaked, rattled or flown away, and I've grown to love it: also it's pretty cool (as in stylish) I reckon. I'm also pleased to say values appear to have come closer to the hitherto top dog coupe. Perhaps the re-



Folk get a bit sniffy about 911 Targas, but our man, Paul Davies, loves his and since Porsche adopted the retro Targa look with the 991, the Targa's time has come round again. And it's looking very smart now, with its refreshed Targa lid

The infamous patch repair held for five years but the rest of the top was also beginning to look a bit tatty and the headlining was getting very droopy



The lateral window seals are fixed to the frame sides and held in place by self-tapping screws accessed through the holes. The steel 'gutter' is still in place



Front and rear hinged frame parts locate in clips which are bolted to the roof plates and also help keep the leathercloth and headlining in place. This is the front



The clip bolts on the front edge of the frame were rusted to their screw plates and had to be drilled out. Rears were not rusted and came off easily

introduction of a Targa version of the 997/991 current incarnation has helped.

Except, when you get to a certain age things get tatty around the edges. Five years ago I added a – rather neat I do say – patch to a split on the leading edge of the leathercloth, but more recently cracks have started to appear in various other areas. The headlining was drooping somewhat, and the cast alloy perimeter frame was starting to look its age. Fortunately the rubber seals were still up to it, although a bit tired looking.

Replace, refurb, ignore and battle on, or what? Last time I saw a complete replacement top for sale it was somewhat north of £8000. Now I can't find that advert anywhere on the interweb. Talk to a few friendly specialists about taking on a repair job and they tend to kick the can down the road. Dave Nunn of Southbound, the very best Porsche trimmers in the UK and

possibly the world, said yes they do re-build Targa tops but don't quote a price until they've got all the bits in pieces. I now know why.

Then salvation. Design 911, purveyors of almost any Porsche part you can ever imagine, supply a four-piece DIY restoration kit. Top quality pre-cut leathercloth roof covering, foam insulation panel, linen lining, and ribbed cloth headlining. All at £346.80 including the dreaded VAT. The Essex outfit also sells several of the bits and seals that may be required. They also have a downloadable set of installation instructions, whilst web-searching (try 'Targa Top restoration') revealed two videos on how to do the job from Lakewell, a Belgian company who appear to sell a kit similar to the Design 911 item.

Do It Yourself it was to be, brave chap that I am. Was I mad? Should I have left it all to Dave Nunn? Read on, dear reader.

First off, a product description. The top consists of a cast aluminium outer frame, the sides rigid and the front and rear jointed to allow folding. When extended the front and rear parts of the frame locate in clips (four front, four rear) to maintain the shape of the top. Onto each side section of the frame is fixed a rubber seal that has a channel into which the raised side window glass fits and a metal strip that (hopefully) acts as a 'gutter' and (more importantly) firmly locates the roof covering left to right.

The aforementioned frame clips are fixed onto five separate longitudinal roof plates that provide rigidity for the roof covering and are linked together by webbing tension straps. The linen lining is glued to the top side of these plates, the gaps between the plates providing the flexibility that allows them to concertina together when the top is removed and placed in the luggage compartment.



Pulling away the old headline reveals its poor state, and also the accumulation of dirt and old glue. Note also the poor condition of the roof perimeter frame



View underside shows the aluminium stiffening plates and the ribs where the headlining is glued. The old linen lining can be seen between the plates



Roof plates from the top show how the webbing spaces them so the roof will fold. One half has had the old glue scraped off with a soft wire brush

TECH: PROJECTS



Trial fitting showed just how much stretching of the top (assistant needed) was required. Position of the frame locating clips can be marked on the fold-back...

...and with the top off the frame, holes in the leathercloth can be cut for the bolts: wood block underneath, mark with the pipe/mallet, cut out with modelling knife

The linen lining comes with the roof shape marked out. This is centred on the frame and trimmed, leaving sufficient linen to fold over and glue down

A foam insulation panel is glued to the top of the lining and the leathercloth outer cover sits on top of this – stretched to a tight fit, glued in place front and rear and held at the sides by the gutter strips.

The headlining, the fourth item in the kit, is (like the linen lining) glued only to the plates so that it will fold but it is securely fixed front and rear by the frame locating clips.

All the items in the kit (Design 911 will supply new side window seals as an addition to the package at an extra £142) are to highest quality and designed (ho, ho) to replicate the original Porsche parts.

A good look at the instructions plus a few viewings of the Lakewell videos established a few ground rules. A sturdy table plus decent room all around it is a necessity, as is either a) a fan heater, or b) a very hot day. The leathercloth is supplied slightly shorter (about 1/4ins in old money) so it must

be stretched to make a tight fit over the frame – fortunately my task coincided with the hottest temperature ever recorded in the UK. You'll need an assistant (thank you, Mrs Davies) for some tasks and also required is upholstery spray glue, a contact adhesive waterproof sealant, and appropriate paint to brighten up the frame. Other tools/stuff any self-respecting car fixer should have to hand.

Take things slowly is the golden rule. With the top off the car look at it carefully, see what goes where, and take loads of pictures. Then start dismantling and put the old bits to one side so you can use them as reference.

As I used to write in *Car Mechanics* magazine the pictures tell the story, here I'll just mention the awkward bits. Thirty-plus years had left my top in a sorry state. Although water never got into the car (honest) it obviously had seeped into the

top itself: the front area showed signs of staining, the linen and foam insulation was rotting and crumbling – and the captive plates where the bolts (M4x8) holding the frame clips are located were rusted, and no longer captive.

Removing the frame clips (which were in fine fettle) required drastic action. At the front of the roof the bolts had to be drilled out – which meant cutting through the roof top to get at the plates to hold them firm whilst you drill from the other side. You can't wait until the leathercloth has been removed because the clips are used to hold it in place. Unfortunately you also have to cut holes in the tension strip, so these need to be covered before re-assembly. None of this gets a mention in either the instructions or the video!

New bolts are easily purchased from a good engineering store (16 plus four for luck cost me £3) but the screw plates had



Spray glue is applied to both the aluminium panels and the linen before being stuck down, working from front to back and outwards to get a smooth finish

The linen is tightly folded over and stuck on the reverse side to the plates and webbing with spray glue, making cuts at the corners to get a neat finish

The foam insulation is trimmed fractionally under-size and then stuck to the linen with glue only around the edges to allow flexibility when folding the roof



Once the leathercloth has been stretched over the top it is glued to the underside of the frame. Corner pieces need clamps to keep them in place



The headlining is glued only to the ribs on the underside of the plates, so the remaining areas need to be masked. As the linen, work slowly to avoid wrinkles



The edges of the leathercloth top and the headlining are held in place by the locating clips. The beading of the headlining is also superglued to make a neat edge

to be cleaned up and then, in some way, made 'captive again' – I tried superglue but it didn't work. Fortunately with a bit of a fiddle you can apply pressure through the top layers to hold them in place whilst you fix the frame clips in position. In fact the operation has to be carried out twice – first to secure the stretched leathercloth then the clips have to be removed to fix the headlining before being replaced again. Which makes it all a double fiddle.

With all the old bits removed you can assess the situation before re-assembly. My frame was scratched and slightly corroded, so a (soft) wire brush down was needed followed by a coat of black Hammerite; Porsche I guess used a matt powder coat but that's beyond me. The roof plates were covered in old glue (thinners and wire brush just about got them clean) whilst the side window seals and gutters seemed to be held in place with sealant gunge as much

as self-tapping screws.

These side seals also have separate rubbers at each end – also well gunged up – which have to be carefully removed as replacements are not available, at least I couldn't find any. I reckon a previous owner had had what is known as 'water ingress' problems at some time and gone mad with the sealant; I used a minimum when I re-fitted the seals and gutter, time will tell whether I was right.

Careful re-assembly is the key to a good job. The linen and foam have to be cut to size so the old adage 'measure twice, cut once' applies here. It proved useful to trial fit the leathercloth, holding it in place with bulldog clips, to see how much stretching was required. If your day doesn't include 35deg C temperatures then a fan heater will be needed.

The leathercloth is only glued to the frame where edges have been stretched

over, or is it under? Looking from the side, the beaded edge of the leathercloth needs to be angled downwards to make a good fit against the windscreen frame to cut down wind noise and improve the seal.

Adhesive should be used sparingly as it (upholstery spray especially) easily spreads beyond where it is required. In addition to the spray (for linen, foam and headlining) I used EvoStik to fix the leathercloth to the inside front and rear edges, and Gorilla Gel to hold down the beaded edges of the leathercloth and headlining and the rubber seal ends.

So now (you've been waiting for this) over to the pictures. I'm happy with the result, especially as it saved what could have been a considerable expense if I'd gone wherever the kicked can – see earlier – ended up. If there are any problems further down the line I promise I'll let you know. **PW**

CONTACT

For this Targa refurb kit and just about any other conceivable Porsche part head to [Design 911](http://Design911.co.uk) Design911.co.uk



The window seals and gutters are fixed to the frame and the seal ends (tatty, new ones unobtainable) are glued in place and the end plates fitted



Targa top back where it should be! Note neat fitting headlining and the Hammerite re-painted perimeter frame. Now I'm waiting for rain and a good run to see if it leaks



No more patches or cracked edging. It's important to get the beaded edge of the roof covering angled down slightly for a snug fit against the windscreen frame

CORRECTIVE MEASURES

A routine oil change and sound check revealed untoward issues with Johnny Tipler's Boxster 986 S. Here's how the issues were tackled



JOHNNY TIPLER

BOXSTER S

Occupation:
Freelance writer,
author

**Previous
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Carrera 3.2, 964 C2,
996 C2

Current Porsches:
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This month:
Routine oil change
turns into a whole
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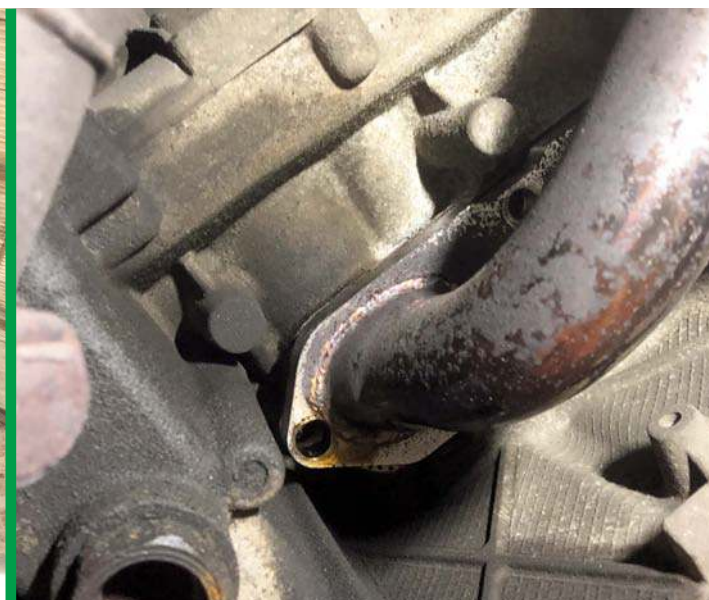
An oil change was due; the car had been to the Nürburgring for the 24-Hours and back – which we know is 928 miles, having done it last year in a 928 – plus a few other fairly long runs – Dover, Bruton, Worcester, Donington so I booked it into William Hewitt, a specialist I'd not used before, but who came recommended by another North Norfolk Porsche associate. While they were at it, I asked them to investigate a worrying rattling noise – the sort of nuisance racket that one created as a child by inserting cardboard between bicycle wheel spokes to produce a mechanical allusion. I couldn't hear it all the time, but it did echo off walls and hedges.

William Hewitt's premises are located in a former WW2 airfield enclave between Wells-Next-the-Sea and Norfolk's religious pilgrimage centre, Walsingham. It's a low-key (as in non-showy) three-man band operation, and you get the impression they persevere to get things right. Up on one of the ramps, proprietor Patrick O'Brien had a listen to the Boxster flat-six. 'It's your manifolds blowing,' he announced. 'There are a couple of bolts missing on one side and one on the other, and other ones are loose.' The regular reader (bless you, Mrs) will perhaps recall that the original factory manifolds were replaced a few months ago with smart, serpentine three-branch jobs sourced from Porscheshop, and fitted locally in Norfolk. That particular

operation was not straightforward because the studs securing the original manifolds were badly corroded, and the only way to remove them was to drill them out and re-coil the bolt-holes before fitting the new three-branch manifolds and fresh bolts. Now, Patrick thought that, while in the throes of popping in replacement bolts for the ones that had fallen out, he would take the manifolds off and check all the threads were intact so there was no possibility of losing more bolts in future. He was surprised to find that, on removing one of the bolts in head 4-6, it was closely followed by a thin stream of oil. How so? The conclusion was that, when its predecessor was drilled out during the operation to release the original manifold, the

Oil change turned in to a whole lot more work, but while the Boxster was on the ramp, then why not. Magnetic sump plug (centre) replaces standard item





Exhaust manifold was blowing due to a couple of missing bolts and a few loose ones. More worrying was an oil leak, thanks to some over enthusiastic drilling penetrating an oil way, when the corroded manifold studs had been replaced, while fitting the updated manifolds previously

drill bit had gone too far in, inadvertently penetrating the oil jacket. Merely screwing in another bolt was not going to be a satisfactory way to fix the issue. One possibility was to cut a notch for a screwdriver blade into a small length of stud and screw that into the bolt hole, along with sealant, ahead of inserting the actual retaining bolt. However, it seemed that the re-coiled section of thread was not long enough to accommodate an entire blocking stud. But by cutting the stud to a minimum, and inserting sealant where the oil jacket was punctured, a temporary repair was achieved. New gaskets were then fitted, the manifolds put back on and bolted up, reconnected with tail pipes and silencer, and, touch wood, I haven't heard another thing from the extraneous noise department.

Meanwhile, the "Drive to Garage" warning sign had raised its ugly head again. It seemed prone to do this when the hot engine had been switched off, at a petrol station for instance, and restarted again. Patrick noticed that the wiring connecting the catalytic converter's new temperature sensors to the car's main harness was twisted and kinked, so that was rectified and, lo and behold, the warning light was banished once more.

Last time the car was over at Porscheshop

in the West Midlands getting its new RaceTech driver's seat, it received new front discs, and that eliminated the shudder under braking. But there was still a strong judder at high speed, which, on the Autobahn, let's say it coyly, was squirmingly excruciating and mitigated against enjoying the thrill of 120+mph motoring. I've lost count of the number of times those lovely-looking Group4 Fuchs replica wheels have been balanced in the quest for smooth steering, and because it's been done, here and there, by guys who I'm sure know their job, I can only think their equipment must be too archaic to be able to monitor the wheels' slight imperfections accurately. So, when I discovered that William Hewitt have also just installed a brand-new Sun wheel-balancing machine, I asked Patrick to have a go at the Boxster's front Fuchs again. I watched the rotations, and it was clear that one was some way worse than the other, and while one needed almost no weights, its opposite number required several. But now, for the first time since these wheels have been on the car, we've got an almost perfect, shake-free, high-speed steering experience.

One of the rear MO30 springs had popped out of its mounting dish, and that was popped back in place. And did you

know that there's a headlight adjuster underneath the rear suspension? Well, I didn't, and it seemed that the cable tie securing the rod had come adrift, so Patrick sorted that out as well.

Oh, the coolant was topped up – it needs a new cap, ideally, because there's evidence of condensation around the filler tray area. And the oil and filter were changed, too – which was the original objective of getting the car checked in – so instead of being there just an hour or so, we were there all day. Patrick studied the oil filter for any trace of errant particles, but happily it was clean enough. We went for a new magnetic sump plug, no big deal but, well, why not.

There's a new set of Michelin Pilot Sport Cup PS2 N3s in the offing, which I will get William Hewitt to fit, bearing in mind they managed to balance the front wheels with no problem. While the car's on their hoist we can make sure there's no oil weeping from that exhaust bolt, too. Maybe their proximity to sacred Walsingham will ensure Divine guarantee. Next action? Scotland beckons, and our old mate Kobus Cantraine is getting hitched in early October, so that could mean a Channel-hopping drive to Waterloo, Belgium. Unless we let the train take the strain. **PW**

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Wheels balanced at last. William Hewitt's new Sun wheel balancing kit finally banished Tipler's wheel wobble





MISSION CREEP FOR A 996 CABRIOLET

Another day, and another M96 problem for the team at BS Motorsport. (And all this for a company that has hitherto specialised almost exclusively in the air-cooled 'Mezger' engines.) This time the affected unit had a mysterious coolant leak, said Rob Nugent, but unusually from somewhere up at the left-hand front corner – more often than not it will be from the water pump, right at the back, or else one of the connections to the front-mounted radiators – and only when it was hot.

It turned out that there was a literally invisible hairline crack in one of the small-bore pipe stubs via which liquid enters and leaves the air/oil separator, which was slowly but surely opening as the temperature of the plastic increased, and closing up again as the engine cooled down. It was only by running the motor up to full operating temperature, with the car on a wheel-free lift, that Rob eventually spotted where the drips were coming from.

Talking of air/oil separators, Rob himself seems to have had a lucky break with a

rather down-at-heel 996 Cabriolet that he bought recently for the proverbial song. 'It was billowing smoke from the exhaust, which I think terrified the used-car dealer who had taken it in as a part-exchange, and so he put it up on eBay. I did take a bit of a gamble on it, but the engine seemed to run well enough, and I was pretty sure that the problem was simply the inlet manifold filling with oil. And frankly I could have broken the car for parts for quite a bit more than I paid for it.'

Not that the job has been without what you might call collateral damage – or expense, anyway. It is just about possible to replace the air/oil separator with the engine in situ, but some previous 'mechanic' had broken off one of the fixings securing the left-hand cylinder bank's timing-chain blade, and the only way to replace that would be to remove the power unit. And if he was doing that, Rob reasoned, then he really ought to have a look at the crankshaft rear oil seal and the intermediate-bearing seal.

Oh, and the clutch and the flywheel. Somewhat



Blink and you'll miss it. In fact, look very closely and you will probably still miss it. Coolant leak in BS Motorsport customer's 996 turned out to be from a hairline crack in one of the small-bore pipe stubs on the air/oil separator, which naturally closed up again as soon as the engine cooled down

annoyingly, added Rob, because there were no obvious drivetrain issues when he (briefly) drove the car before buying it, the pressure plate turned out to be cracked in several places, the centre plate was literally down to the rivets, and the dual-mass flywheel had about as much

so-called 'springback' as, well, a completely knackered dual-mass flywheel usually does. That is to say, none at all.

So once again a not exactly inexpensive repair, albeit with no labour element to pay for, because Rob was doing the work himself after hours. And the car itself is going to need

quite a bit more TLC, with a replacement hood on the cards. (Another feature there, then.) But at least it lives to fight another day – and will, I hope, provide a few more items for either this section of the magazine or else another longer how-to story. I shall keep you posted.



It might have been possible to replace air/oil separator (new one shown far right) with engine in situ, but it's far easier to take it out and have done with it – and in this case Rob Nugent had to do that anyway, to replace the otherwise inaccessible broken screw securing one of the timing-chain tensioner blades. And if you are going that far, then you ought to separate engine and transmission for a look at the clutch – here clearly on its last legs, with a cracked pressure plate, and the friction plate down to the rivets

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RUSSIAN ROULETTE – OR CATCH-22?

I shall bring you further news of the on-going repairs to Robin McKenzie's bore-scored M97 engine, and possibly also his customer's 'D'-chunked M96, in the next edition (see the August issue for the stories so far), but in the meantime I have had some interesting discussions with both Robin, and Rob Nugent at BS Motorsport, about valve seats. It was one of those dropping out, and being mashed up between piston and cylinder head, you will recall, that caused said customer's engine to need a full rebuild.

Almost incredibly, given all the other woes that water-cooled flat-six owners seem to have to deal with, this is becoming by no means an unusual phenomenon – and yet another of what amounts to a purely random and entirely unpredictable nature. At its heart lies the so-called interference fit of the steel inserts in the light-alloy cylinder heads. Essentially the former have an outside diameter very

slightly larger than the recesses machined in the latter, their installation made possible by cooling the seats temporarily to make them smaller, and heating the cylinder heads to make the holes bigger. It's the way all such components have been fitted for years, and by and large it works perfectly well.

The problem in the Porsche design, however, is that, presumably to simplify (ie to cheapen) the manufacturing process, the difference in size is, I am told, a matter of only one or two thousandths of an inch, instead of the more usual five or six. And normally this wouldn't matter. Both materials expand at more or less the same rate as the engine warms up and cools down, maintaining the reassuringly firm grip of alloy around steel. Seriously overheat the engine, though, and it can be a rather different story.

Rob Nugent tells me of one car he knows of, in the hands of a non-specialist independent

garage, in which 'several' of the six inlet-valve seats in one bank of the engine dropped out simultaneously. Somehow, after working on the cooling system, they had unknowingly ended up with a major airlock. This must have allowed one of the cylinder heads to become dangerously hot, such that when the car was left standing, perhaps parked on a slope, any seat whose valve happened to be open simply fell out, with disastrous results when the hapless mechanic next turned the key.

There is, of course, no way of knowing if your engine is going to be affected. Even taking the heads off and removing the valves is not going to tell you much – unless the seats are already loose enough to show visible signs of movement. And removing the seats to measure them is pointless, because you will in the process destroy them.

Maintaining the cooling system in good order is an eminently sensible precaution, but other

than that – and keeping a close eye on the generally not overly informative temperature gauge – there is very little you can do before the event.

It should come as no surprise that Robin McKenzie is having all 24 valve seats in his 3.8 replaced – by T&L Engineering in Elstow, near Bedford; vintage-engine.net – and Rob Nugent is having the same company do the same job on the heads of his

customer's car. (That's the one with the new short block from Porsche that I wrote about last month.) Whether Robin's 996 customer takes the same precautions remains to be seen (you could hardly blame him if he wanted simply to get the car back in one piece as cheaply as possible and flog it), but needless to say Robin will be recommending that he goes the extra mile.

Anyway, carry on...!



It's the classic Catch-22: M96 valve seats could drop out at any time, but there's no way of telling until they do. Either way, any cylinder-head work should now include their replacement

LET THE DRAIN TAKE THE STRAIN

Good though the transaxle Porsches undoubtedly are, they do have some utterly daft idiosyncrasies. And there can surely be few more annoying than the tendency of the optimistically small-bore drain holes in the rear spoiler, at the base of the tailgate, to fill up with dust. For obvious reasons it's a particular problem in cars that are parked outside and used infrequently (like, er, both of mine...), but even in a daily driver can often result in a surprisingly large quantity of rainwater accumulating at the base of the glass during wet weather.

So before you can open the tailgate you either have to clear it off by hand (messy, and you never get rid of it

all), or simply drive the car until the liquid has been swept away by a combination of movement and the slipstream. And even then you can bet your bottom dollar – or pound, or euro – that when you lift the hatch still more will dribble out from beneath the rubber moulding and run down into the boot compartment.

In an ideal world, of course, you would probably wash the car at least twice a week, rinsing the crud away with a garden hose, or even just a watering-can. (Or live in Arizona, perhaps.) Out here in the real world, though, that is never going to happen. So you make a mental note – quickly and inevitably forgotten – to keep

the holes clear.

But what with? A length of stiff wire does the trick, but is all too soon lost. I have solved that by leaving a medium-sized cable-tie in each of my two cars' drain holes, such that I can quickly and easily wiggle them about to dislodge the detritus, but unsurprisingly they don't look great. Or perhaps you can follow the example of a previous owner of this well-preserved 924 (right), and carefully slide into each aperture a length of suitably sized and proportioned square-section plastic tube.

I have no idea where the tubes came from, although eBay and/or Amazon are probably the best places to start your search. I can't say

how well they work, either, having seen the car only in the naturally desert-dry showroom at Maundrell & Co in Oxfordshire. But if only by holding open the apertures in

the naturally flexible and rather soft rubber – not unlike a stent in an artery – they must be doing some good, and I certainly can't see them doing any harm. **PW**



Whether this tube – and the one on the other side – keep 924's rear-spoiler drain holes clear is hard to say, but they must help



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BUYERS' GUIDE

993 MODEL 911 CARRERA

The "last" of any particular sports car series often has a particular kudos, as though what is to follow can never measure up to its predecessor. It usually does, but the 993-model Porsche 911, built from 1993 until 1998, has a unique distinction: the last air-cooled 911. There are still many who believe that despite the advances and conveniences introduced by the 996 which replaced it, this water-cooled 911 does not replicate the spirit of its predecessor, one reason the 993 never went through the depleted value stage – instead it was an instant classic the day it was discontinued.

That's ironic, given that the 993, essentially a heavily and cleverly updated 964-model, was a stop gap 911, one to keep the model alive for four years until the all new, cheaper to build 996 arrived. It sported a flatter nose, and completely new, multi-link rear suspension made from aluminium, but retained the 964's basic structure, including the roof, doors and glasswork.

The 993's early celebrity status saw its values accelerated past other air-cooled 911s, but presently there is probably less of a differential for average examples. Prices start at around £35,000. So, has it now become a relative bargain?

Initially there was one model, the 911 Carrera, carrying over the 964's 3.6-litre flat-six but with substantial modifications. The crankshaft, pistons, conrods and valves were all lightened, and valves were now hydraulically operated, while engine management was now taken care of by the latest Bosch Motronic system, M2.10. A new exhaust system with reduced back pressure was fitted, and

it was this that substantially contributed to the increased output, the Carrera unit up from 250bhp to 272bhp, still at 6100rpm but now requiring 98 rather than 95 octane fuel. Torque rose from 229lb ft at 3800rpm to 243lb ft at 5000rpm. A new, six-speed manual gearbox (with either an overdrive or directly geared top, depending on market) was fitted as standard, the four-speed Tiptronic optional.

The 964 had featured the 911's first power-steering system, this was re-valved to make the 993's steering slightly lighter, and re-gearred to 2.5 instead of 2.9 turns lock to lock. The 993 was the first user of Bosch's ABS 5 anti-locking, and the wheels, either 16- or 17-inch diameter, were an inch wider than before. Inside, the lovable if hardly ergonomic dashboard was all but unchanged, and the traditional floor-hinged pedals were also retained.

The 993's evolution began soon after it went on sale in December 1993. The first addition, in early 1994, was the Cabriolet and in October 4 the Carrera 4 all-wheel drive recipe was applied to coupe and Cabriolet.

1995 saw a stream of new variants: the 911 Turbo, the RS, the GT2, the glass-roofed Targa and the Carrera S, this last one the spiritual successor to the Super Sport of a decade earlier, effectively a Carrera 4 in a Turbo body and with 60mm wider bodywork, 18-inch Turbo wheels and Turbo cross-drilled brake discs. In September, for the 1996 model year, the normally aspirated 3.6-litre engine gained Porsche's then new Varioram self-regulating induction system, boosting power to 285bhp.

USEFUL TO KNOW

Auto Umbau

Porsche

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

Design911

Constantly expanding company offers a wide range of Porsche parts, and also nominates local fitting centres for them. design911.co.uk

Euro Car Parts

Carries a wide range of competitively priced independent parts. eurocarparts.com



OVERVIEW

This is the 911 in its pure form: fiery engine delivering electrifying performance, super-agile handling and a lot of noise in the cabin. On its engineering, Robin McKenzie of air-cooled 911 specialist Auto Umbau in Bedfordshire comments that the 993 engine is 'about the best Porsche ever made in terms of reliability and durability'. For the "basic" Carrera model, he says the package most buyers want is a post-September 1995 car with the Varioram engine (distinguished by the large aluminium plenum on top of the engine), and equipped with air-conditioning.



SPECIFICATIONS

993-MODEL 911 CARRERA COUPE

| | |
|-----------------------------|---------------------------------------|
| Engine: | 3600cc air-cooled flat-six |
| Max power: | 272bhp at 6100rpm |
| Max torque: | 243lb ft at 5000rpm |
| Transmission: | six-speed manual/four-speed automatic |
| 0-62mph: | 5.6sec |
| Max speed: | 167mph |
| Fuel consumption: | 25.1mpg |
| Weight: | 1370kg |
| Brakes: | Vented discs front and rear |
| Wheels (front, rear) | 7Jx16-inch, 9Jx16-inch |
| Tyres (front, rear) | 205/55 ZR16, 245/45 ZR16 |

All figures from Porsche, for a manual model; from September 1995 Varioram engine produced 285bhp

WHAT YOU'LL PAY

£30,000-£35,000: 150,000-plus miles, and with work required, or possibly Category D insurance status

£35,000-£40,000: The most common price range for early 993s sold privately, especially with Tiptronic transmission

£40,000-£50,000: The more sought after, post-1995 Varioram manual cars start here

£50,000-£60,000: 1996-1998, issue-free 993 manual coupes, mileage under 50,000

THE PROBLEMS

Engine

While praising the motor's reliability, Robin warns to find a car with a good service history. 'Spark plugs are an issue,' he explains, 'With the twin distributor system there are 12 of them, therefore changing them takes about four hours and many people don't get the hard-to-change plugs done.' Robin also points out that although Varioram cars are more sought after, the system, featuring vacuum operated variable induction pipes regulated by engine speed, is potentially troublesome. 'Varioram cars that are now garage queens suffer from solenoid valve seizing in the engines, a reason why the earlier engines are more reliable.'

Gearbox

Manual 993s are preferred to the Tiptronic automatics, but Robin says the clutchless

transmission is more reliable: 'The manual gearbox in the early cars suffered from the needle roller bearings breaking up and jamming in the diff, but the later cars had a diff design change.'

Brakes

Maintenance is very important, Robin stresses. 'The biggest issue is brake dust getting under the stainless steel shims, which causes the pads to seize in the caliper.' He adds that some non-original brake discs, for example Pagid from Euro Car Parts are as good as the factory originals, and cheaper.

Bodywork

Corrosion is common on the rear longitudinal chassis members, where rust can creep between the bodywork and the heat shields. Bumpers can also be a problem: 'Refitting the front bumper and seals after a re-spray is difficult and on some cars it has been done badly, and the rear bumper support

struts rot out, so it's quite normal for these to need replacing,' Robin reveals.

Cracked front screens are common, and the complex glass targa roof can be troublesome, with squeaks and rattles. Ensure that the glass roof retracts properly and that the front wind deflector pops up.

Bottom line, many 993s are now falling into bodywork restoration territory, with the often frightening associated costs.

Electrics

'Some sensors such as the oil pressure and temperature can give up the ghost, and gauges do suffer from fade due to sunlight,' Robin reports, but he feels that the electrical system is robust. Look out for the often infuriating aftermarket alarm systems of that era that insurance companies insisted be fitted, and which by now may be failing. **PW**

SOLD AT AUCTION

This month David Sutherland looks at Porsche Speedsters from four different decades that between them made nearly £857,000, three of them from the collection built up over a 12-year period by well known Porsche collector Eric Coicaud

PORSCHE 356 A 1600 SPEEDSTER BY REUTTER

This is a very attractive Porsche 356A Speedster that has been expertly restored to its original cosmetic and mechanical specification. Its factory Kardex reveals that it was completed on 4th January 1957, and then shipped to American importer Hoffman Motor Company in New York. As such, it was originally equipped with US-specification bumpers and overriders.

While its earliest ownership history is unknown, there is a 2006 registration issued to Edward and Sylvia Ing of Honolulu, Hawaii. Mr Ing placed the car into storage the same year, but it appears to have been subsequently purchased in fairly complete but unrestored condition by European Collectibles of Costa Mesa, California. In 2009, the car was sold as a project to Kurt Leimer of Zurich, Switzerland.

The new owner commissioned a full restoration by Porsche specialist and former racing driver Tiziano Serradini in Bologna, Italy. The chassis tub was stripped to bare metal and any corroded components were repaired or replaced, as necessary. The body shell was then repainted its original Speedster Red and the interior re-upholstered in correct black leatherette.

The mechanical repairs were carried out by noted Porsche technician Karl Hloch at his shop in Schorndorf, Germany. The original 60PS 'Normal' engine and four-speed transmission were overhauled to factory standard. The interior and original aluminum-shelled bucket seats – unique to the Speedster – were re-upholstered and the instruments and controls refurbished. The brakes and electrical system were properly rebuilt. The restoration was completed in 2018, after which this little "bathtub" passed into the ownership of the consignor, a Swiss resident.

This lovely 1957 Speedster, one of just 590 built for 1957, was sold with a current FIVA "passport", a file of repair and restoration invoices covering the years

PORSCHE 356 A 1600 SPEEDSTER BY REUTTER

Sale lot no: 141

Year: 1957

Chassis no: 83142

Engine no: 64956

Gearbox no: 13798

Auction: RM Sotheby's, Villa Erba Sale

Where: Villa Erba, Cernobbio, Italy

When: May 25, 2019

Pre-sale estimate €325,000–€375,000 (£291,620–£336,500)

Sold for: €342,500 (£308,200, \$385,800)

2010 to 2018, along with numerous restoration photographs. Due to their relative scarcity, Speedsters are eagerly sought-after by collectors; here was an opportunity not to be missed.

356 Speedsters are relatively rare, so it's no surprise that this excellent example made strong money



PORSCHE 911 CARRERA 3.2 SPEEDSTER

For the final year of production of the "G-series" 911, Zuffenhausen offered its customers a highly exclusive version in the form of a tribute to a legendary Porsche, the 911 Speedster. Returning to the principles of the 356 Speedster from the 1950s, the car had a low-swept windscreen and a rigid "double bubble" tonneau cover, giving it a particularly distinctive look.

This Speedster was delivered new in Germany on 12th July 1989 by the Max Moritz dealership in Reutlingen. Finished in Indian Red with a black leather interior, it is fitted with the optional short shift gearshift kit. It joined the collection of Eric Coicaud at the start of 2016 after two owners from Luxembourg. Recently checked over by the IMSA Porsche dealership in Rouen – which had already serviced the car in 2016

– a road test confirmed that the car was particularly sound and pleasant to drive; it appears to have come through the years without any deterioration.

It has only 48,700km (30,400 miles) recorded, which is supported by the stamps in the service booklet. The toolkit, both sets of keys and all its manuals, as well as a fitted cover, came with the car. With scarcely more than 2000 cars built, it is assuredly one of the rarest and most desirable 911 models.

PORSCHE 911 CARRERA 3.2 SPEEDSTER

Sale lot no: 13

Year: 1989

Chassis no: WPOZZZ91ZKS151936

Engine no: 63K04020

Auction: Artcurial, Automobiles en scene

Where: Théâtre du Rond-Point, Paris, France

When: June 19, 2019

Pre-sale estimate €125,000–€175,000 (£112,400–£157,300)

Sold for: €137,080, (£123,200, \$154,400)



The Speedster concept returned in 1989. Based on the Carrera 3.2, only around 2000 examples were built

PORSCHE CARRERA SPEEDSTER (964)

Like all the Porsches from Eric Coicaud's collection, the 964 Speedster is a rare model, with a limited run of just 936 cars produced for sale worldwide. This example is a French market car, delivered new on 18th May 1993. There had been only two owners from 1996, first a Mr Simmenauer and then Eric Coicaud, who acquired it in 2015.

Mr Simmenauer purchased it from the Porsche Centre IMSA in Rouen, at which time the car had covered 19,000km (11,800 miles) and was sold with a warranty. The copy of the service booklet issued by Porsche France in 1999 confirms that it

was maintained from 1995 to 2015 by the Porsche specialist Jacques Bourgoïn in Poitiers, and that its mileage increased extremely slowly.

More recently, it has received some cosmetic attention at IMSA Rouen, which explained the high standard of its presentation. It had just been serviced by the same Porsche Centre. Its original "triple black" livery – with its paintwork, leather, carpets and alpaca hood all in black – adds a note of elegance and sobriety to its pure lines. The car is fitted with a 40 per cent limited-slip differential, part-electric seats, trip computer and automatic air-conditioning.

This rare, sought after model came with

PORSCHE CARRERA SPEEDSTER (964)

Sale lot no: 14

Year: 1993

Chassis no: WPOZZZ96ZRS455187

Engine no: 62P04427

Auction: Artcurial, Automobiles en scene

Where: Théâtre du Rond-Point, Paris, France

When: June 19, 2019

Pre-sale estimate €160,000–€200,000 (£143,800–£179,700)

Sold for: €178,800 (£160,700, \$201,400)

its manuals and original toolkit. With mileage of less than 22,500km on the clock, this Speedster was presented in genuinely fresh condition and, of course, with its original engine.



At just over £160,000, the sale price reflects the rarity of this all black 964 Speedster

PORSCHE 911 SPEEDSTER (997)

The 997 generation was the fourth iteration of the Speedster, produced by Porsche to fill the gap left by the 964 in 1993. Production of the 997

Speedster was limited to 356 examples, the number a nod to the original model requested by the US importer Max Hoffman, and all 356 cars were sold within days.

Rare and sought after from new, the 997 Speedster was only available in two colours, Carrera White and Pure Blue. Built on a Carrera S base and fitted with the 3800cc GTS engine producing 408bhp, the Speedster had a top speed of 302 km/h (189mph).

The rear track was widened by 44mm and the more steeply raked windscreen was shortened by 60mm, giving the car a sportier look, accentuated by the classic double boss

behind the seats. Superb black 19-inch Fuchs wheels revealed the imposing yellow six-piston brake calipers of the formidably efficient ceramic PCCB system. These models came with all the options, including black leather upholstery hand-stitched in the colour of the bodywork to great effect.

This example, numbered 82, was first registered on 9th March 2011 and has only had two owners from new. Bought new by Mr Bernard Simmenauer, a longstanding enthusiast who also used to own the 964 Speedster in the same sale (Lot 14), this car joined Eric Coicaud's collection in November 2014. At this point, the odometer stood at just over 3800km (2400 miles) and the car had just been serviced by the specialist Porsche Bourgoïn in Poitiers.

With just 7200km (4500 miles) on the clock on sale day, this Speedster, a

PORSCHE 911 SPEEDSTER (997)

Sale lot no: 15

Year: 2011

Chassis no: WPOZZZ99ZBS795103

Engine no: SB07594

Auction: Artcurial, Automobiles en scene

Where: Théâtre du Rond-Point, Paris, France

When: June 19, 2019

Pre-sale estimate €225,000–€275,000 (£202,200–£247,200)

Sold for: €294,424 (£264,600, \$331,700)

collector's item from new, is the perfect compromise between modernity and tradition. As with the other models in the collection, it was selected with great care and was presented in excellent condition. The car had recently been serviced by IMSA Rouen and is ready to take to the road. It came with its books, a spare set of keys and its protective cover.



A real rarity. Just 356 997 Speedsters were built, that number a nod to the original 356 Speedster. This example, with just 4500 miles on the clock, sold for £264,600

The images and descriptions of the 911 Carrera 3.2 Speedster, 964 Speedster and 997 Speedster appear courtesy of Artcurial in Paris, France (+33 1 42 99 2020, www.artcurial.com); the images and description of the 356 A 1600 Speedster appear courtesy of RM Sotheby's (+44 (0)20 7851 7070, www.rmsothebys.com). Sale prices include the buyer's premium

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DEALER TALK:

JR MOTOR COMPANY

Setting up as a Porsche specialist in Coventry a decade ago after many years' motor trade experience, Ian Robertson offers around 20 cars for sale, mostly water-cooled and quite a few in the affordable sub-£20,000 bracket



How long have you been in the Porsche business?

I left school in 1985 and went straight into the motor trade, selling cars under the wing of locally one of the best in the business based in Leamington Spa. After a few moves I settled at TWR Group where I got involved with prestige marques including Porsche, and after a good few years living across the pond finally managed to set up for myself as JR Motor Company around 10 years ago and I've been busy ever since.

What Porsches do you specialise in?

I try to spread my stock to please everyday Porsche buyers' budgets, therefore I like to have a good variation of Boxsters, Caymans, 911s and Cayennes, and I always try to have one or two air-cooled 911s in preparation as well. However, over the years I have made a niche for 987-model Boxsters and Caymans, together with the 996 Carrera 4S and 997 models.

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

My lowest priced is a 987 Boxster 2.7 at £10,995 with 52,000 miles. My highest priced is a Polar Silver 993 911 Carrera 4S with manual transmission and priced at £69,995.

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

To dip your toe into the Porsche

market, I would suggest a 987 Boxster or Cayman. If you have deeper pockets then my choice would be a 997 911, or a gen 2 987 Cayman or Boxster, as these just ring the bell and get you hooked!

Where do you get your stock from?

The best cars are always ones you have sold previously, as you know both the car and the customer. As I now have many years of Porsche sales under my belt I am getting a steady flow coming back to me again and again, that together with some great contacts in the trade.

What warranty do you give, or sell?

All our cars come with a minimum of six months' independent warranty cover to give customers peace of mind. As customers are based all over the UK, this can be extended in various tiers up to a three-year cover with a £5000 claim limit.

What's 'hot' at the moment?

Any sub-£20k Boxster while the sun is shining, along with 996 Carrera 4S manuals!

What's best value at the moment?

Gen 2 997s I think are a hidden gem. They will be the last of the true enthusiast 911s.

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

That applies to most of them, as

I hate to see them drive away. However, in keeping with the previous question, I was gutted to see an early gen 2 997 Carrera 4S in white with red leather and a huge spec leave us.

What car do you drive every day?

I don't have a daily car as I personally test every car I buy in before and after preparation, therefore I'm in a different one every day. But my wife drives a Cayenne GTS.

What are your plans for the future?

To grow JR Motor Company without compromise, which in this climate is hard, but rewarding, and to carry on enjoying what I do every day.

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HELPING YOU SELL YOUR CLASSIC PORSCHE

Want to sell your classic Porsche but worried that the Brexit effect will dampen its price? Forget trying to sell in the UK, and find a buyer in Europe, is the advice of auction house Coys.

'The strength of the Euro against Sterling [€1.11] has created a very advantageous buying climate for European classic car collectors,' says Coys' Chris Routledge. 'The current exchange rate is perceived as being at least 25 per cent discounted against European asking prices. For UK sellers of classic cars who wish to sell in Sterling to European collectors, the outlook is very strong.' Coys has been offering sellers discounted vehicle transportation for sellers entering cars in its European auctions.



PICKED OUT FROM THE CLASSIFIEDS

When asked what model is best value, a lot of the Porsche specialists we feature in "Dealer Talk" say it's an early 997-model 911. So we looked at the cheapest ones on sale, concentrating on manual coupes, and came across this 2005 example offered for £20,995 by Apex Performance Cars in Huddersfield. The gen 1 Carrera had covered 82,500 miles and was said to come with 'an extensive service history'.

It has 19-inch wheels (18s were standard), sat nav, Bose surround sound with a 4-disc changer (remember them?) and phone prep. Silver over black is a colour many will like, and although this wasn't the cheapest 997 we saw, it seemed a sound proposition that would likely hold its value well if well maintained.



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944



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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 P1019/045

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 >£6000 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).
£12,000 P1019/001

BOXSTER

**981S Boxster**

First registered 28.12.2012, this superb 2 owner car is probably the lowest mileage 2012 Boxster 981S available today. Owned by my wife for the last 15 months, it is in immaculate condition and drives faultlessly. Over £9K of options fitted including the amazing PDK auto/manual/ paddle shift gearbox, PCM including sat nav, switchable auto stop/start, 20" Carrera wheels with Pirelli P Zero tyres, Agate Grey metallic paint, phone module, 2 zone climate control, Sound Package Plus, multi-function steering wheel, park assist, heated front seats, wind deflector, Porsche wheel badges, top screen tint, matching floor mats, matching grey interior with superb special order Burnt Amber trim inserts. Auto rear spoiler and sport button. Gtechniq body and wheel protection from new and re-applied last year by specialist. The 981 Boxster 3.4 S is the last of the line with that awesome flat six exhaust how!! Superb car, next MOT due 28/12/2019, full service history. Tel: 01474 706890. Email info@classicrocktours.com.
£34,750 P1019/014

CAYMAN

**Cayman Design Edition 1**

Regrettably, selling due to lack of use! We bought this car four years ago and have only covered a few thousand miles, nearly always in the dry summer months. Stunning, limited edition Cayman from Porsche Design - only 777 made and only a few in the UK to my knowledge. Awesome power and torque from the 6 speed 3.4 sport motor! This car carries the Turbo alloys and is 10mm lower, along with a host of other unique features, embossed seats, stainless steel design entry guards, Alcantara leather etc. Full history, serviced last year and had the coil packs and spark plugs replaced at the same time, PZeros all round, front probably have several thousand left. The car comes with a Stormforce cover, trickle charger and Design Edition presentation pack, both keys present, private plate not included, viewing/ inspection welcome. I am not a dealer and please, no stupid, blind offers - this is a fast appreciating collectible car! Tel: 07710 596501. Email: paulwest2000@yahoo.co.uk (Surrey).
£18,000 P1019/044

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 |
| S911 LER | 911 FJX |
| 0005 CAY | 930 FF |
| POR 997T | XXX 911C |
| P911 SCH | 991 PD |
| POR 911K | 911 RWS |
| POR 911N | 911 MPY |
| POR 911Y | 918 MHH |
| 993 POR | S918 POR |
| 993 RUF | A993 XXX |
| VNZ 911 | TON 997X |
| 964 MC | 997 CSS |
| 964 GC | 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 |
| R518 POR | RS68 RSR |
| GT68 RSR | RS68 POR |

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for immediate transfer

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EMAIL: erha300@aol.com

FOR SALE

**'K1 JOT plate'**

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£995 P1019/042

**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.
£3500 P1019/043

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 P1019/041

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Using a local classic auction – Historics Auctioneers in Surrey – as a snapshot of the market reveals a mixed picture, David Sutherland reports, with some Porsches a struggle to shift but others, not necessarily the ones you'd expect, flying out the door



Porsche Centre Leeds restored 930 Turbo, £91,840 at Historics Auctioneers sale

While preparations for the world's most prestigious classic car auction – Pebble Beach in California in mid August, featuring among other treasures a 1939 Type 4, the oldest Porsche in existence – were in full flight, an enchanting corner of Surrey played host to some rather more modest Zuffenhausen machinery being sold, £304,636 worth, or an average price of £25,386. This was Historics Auctioneers' 13th July sale at Brooklands Museum, noted for the absence of high rollers quaffing champagne, but the full access potential bidders are granted pre-sale.

The cheapest Porsche sold was a late, 986 Boxster, leggy (133,00 miles) but looked after, offered without reserve and making £4528 including buyer's premium. The most expensive was the Guards Red 1981 911 Turbo, which sold for £91,840 and which shed a little light on the economics of restoration.

This was rebuilt in 2014 after Porsche Centre Leeds entered Porsche Cars Great Britain's in-house Porsche Classic Competition to restore a car. Some £30,000 was spent on parts alone, and because the idea was to recondition rather than replace where possible, clearly the project consumed many man hours. So, when that lot plus auction sale expenses were subtracted from the £91,840, was there a business case left? You decide.

One step down from the 911 Turbo in price was an early 2000s "recreation" of the most iconic Porsche ever, the 1973 911 Carrera 2.7RS. Underneath was a 1972 911T coupe, and while in previous times modified Porsches would die in the auction room, the crazy inflation of air-cooled 911s has hauled such cars up by their bootstraps. The yellow car carried a £45,000–£50,000 pre-sale estimate but sold for

£56,560.

Still on the subject of Porsches that aren't quite what they seem, £28,560 was paid for a 1988 "Turbo-bodied" 911 Cabriolet. This official model, a sheep-in-wolf's-clothing Porsche if ever there was one, was later rebadged "Super Sport", and featured the 930 Turbo's wider body and brakes but retained the standard Carrera 3.2's normally aspirated engine. Its sale price was within the pre-sale estimate band but not by much.

Metallic turquoise is probably a "Marmite" colour for any Porsche, and older 911 Targa models tend not to be as desired as coupes, but that did not stop a 1996 993-model 911 Carrera Targa with a reasonably modest 72,300 miles selling for £41,440, third place in the sale's price league, and close to the top of its estimate range. And in fourth place, price-wise, was something we wouldn't have taken for granted, a late,

1991 944 Turbo which made £32,480, almost £4500 above its estimate. However, it is an exceptional example: 29,900 miles, always garaged and serviced and even coming with a special registration number, BIB 944. A lady owner, living mainly in Switzerland, had the right-hand-drive car from new until she passed away last year.

But this doesn't mean the cheap four-cylinder "transaxle" Porsche is no more. A 124,000-mile 944 Turbo, this time a cabrio, that had been well cared for fetched little more than half that price, £16,980, while a 1989 944 Lux and a 1994 968 Sport, both offered without reserve, made £6160 and £5712, respectively.

Still on transaxles, a 928 reminded us that if these cars are to make big money, they preferably should be the last-of-the-line GTS models. This 1988 S4, which appeared to have the solid maintenance history that is advisable on these complex V8 coupes, changed hands at £11,320, which no doubt disappointed the vendor, as this was nearly £2200 under the lower estimate figure. A second S4 from the same year didn't do much better, making £9056, almost £1000 under estimate.

But these cars did at least move – four of the 15 Porsches presented did not find a new owner, one of them something rarely seen for sale. Over the years we've reported on the fearsome looking Cayennes that German tuners have turned out, and always wondered what these conversions did to resale value. A 2004 Cayenne Turbo given the Gemballa GT750

Aero 3 treatment, which at €485,000 brought power up 750bhp and torque to 1000lb ft, provided half an answer. This carried a £38,000–£47,000 estimate, but did not rise to its reserve and thus remained unsold, suggesting that these Porsche SUV specials do not answer to the description "depreciation beater".

In the Buyers' Guide on the 993 in this issue we're saying £35,000–£40,000 is a typical price for a "basic" car without any complications, but not every 993 presented at that price finds a buyer. The 1995, 100,000-mile 911 Carrera seemed to tick all the boxes: a good colour (Midnight Blue), manual transmission, a high spec including air-conditioning, a sound history, a wide range of overhaul work done and even two keys. But the estimate of £36,000 to £41,000, with the reserve no doubt somewhere in between those two figures, was clearly too much for anyone in the room.

Porsche tractors are now becoming a common sight at UK and international auctions, and usually sell, if only because they are not unduly expensive, typically under £10,000. But a comparatively low expectation – £9000 to £12,000 – didn't help the 1954 Allgaier model A111, or "Junior" tractor, which didn't sell.

We are hearing from some in the trade that business, in an extended Brexit limbo, is quiet at the moment. But as always, Porsches that the market considers really desirable are always likely to sell for strong prices, regardless of the economic outlook. **PW**



986 Boxster, £4528



911 Carrera 2.7RS Recreation, £56,560



911 Turbo Look, £28,560



993 Targa, £41,440



944 Turbo Cabriolet, £16,980

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£1699

P1019/007

LEZ 911

'LEZ 911' registration for sale

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P1019/048

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P1019/019

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£1800 ovno

P1019/009

REGISTRATIONS

**Porsche 911 Arsenal plate**

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£3500

P1019/020

**Number plate**

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

Offers

P1019/021

PI2SCH

'PI2SCH'

Private Porsche number plate on retention document, 'PI2SCH', offers invited. Tel: 07955 699013. Email: martinweaver@hotmail.co.uk.

£2500

P1019/008

JJI 9115

Registration for sale

'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.

£2000

P1019/004

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

P1019/005

**'TEL 993' registration for sale**

Immediately available on retention certificate. Tel: 07885 108955. Email: john@selectshopfitters.co.uk.

£2500

P1019/047

REGISTRATIONS

**'RS66 WOW' for sale**

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£1300

P1019/023

**Number plate for sale**

'WAV 911X' number on retention, available now for £995 including transfer fee. Tel: 07801 077017. Email: thecarbarn8@gmail.com.

£995

P1019/018

PARTS

996 roof bars

Genuine Porsche 996 roof bars, complete with all fixings, as new, ideal for taking your windsurfer to the sea, or your skis to the slopes. Tel: 01905 29889 day, or 07751 468500 (Worcester).

£120

P1019/003

**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

P1019/022

PARTS

BP4W race engine for sale

Abandoned project, BP4W block, sports recon RS head with triple cut valves, ported and polished, BP5A camshaft. Lightened flywheel, balanced 10.5:1 pistons and rods. Stripped for inspection, requires assembly, the headwork alone cost £700, will accept £1000 for the lot. Tel: 01604 750341 (Northampton).

£1000

P1019/013

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).

P1019/030

**Rear 911 reflector**

This is a 911 rear reflector with built in fogs, fit '80s 911, condition is used (good). Tel: 07514 253000. Email: gcharlesworth@sky.com (West Yorkshire).

£180

P1019/011

**Porsche 997 doors**

Doors from immaculate Carrera in Seal Grey, no damage, £400 the pair. Tel: 07761 410902. Email:

freyadrian@hotmail.com (London).

£400

P1019/046

cmsporsche.co.uk EST: 1997

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TRIED & TESTED

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

356 COUPÉ S * 1962 * 47,080 MILES * £65,000



This magazine does not often venture into the realm of the earliest Porsches, leaving them to sister publication, *Classic Porsche*. But when a 356 materialised on the forecourt of one of his local Porsche specialists, a sight not seen for 20 or even 30 years, your correspondent could not resist.

The 356 is often seen as a different animal from its successor, and so many Porsche vendors simply steer clear of a car that rightly or wrongly they perceive as a specialist item. Roly Baldwin of vendor Eporsch takes a refreshingly different view, believing that this 356 which has had one owner since 1993 and a detailed history since then, would be as marketable as any other. It is not as if the technology is radically different either: Eporsch's workshop rebuilds air-cooled, flat-sixes, so stripping and renovating a single cam flat four, as it has with this car, was hardly an insurmountable task.

Finished in Bali blue, this 356 began life in Australia. There are no documents in its history file until its third decade and a letter dated 1989 from Porsche Ludwigsburg replying to a query from an Oz-based Briton, Peter Loveday confirming the chassis number and importation by Hamilton, Brisbane in December 1962. A second letter dated 1991 informs Mr Loveday that the cost to restore this Porsche at Ludwigsburg could be between 100 and 130,000 deutschmarks. By then he had acquired the 356, paying AUS \$40,000, and bills for parts from Stoddart in Wisconsin suggested he had the car both

mechanically and bodily restored in Australia. He brought the Porsche with him when he retired to the UK in 1998 and subsequent paperwork reveals that in 2005 the 356 had a £2300 respray and a £3000 mechanical rebuild; the following year Roger Bray did £1200 of work to the boot floor and chassis longitudinals. MOT records since 2006 show the Porsche has covered only 1000 miles since then. Twelve years of barely turning a wheel took their toll and Eporsch had to free-off brakes and carry out a mechanical overhaul which included a new piston.

At first glance this 356 looks very smart – the paint has a deep lustre and the chrome is almost unmarked. Closer examination reveals some clumsy over spraying and paint-runs in several places and the front bumpers, though secure, have not been reattached to the wings. One or two bits of trim, including the Porsche script on the engine cover, are missing. Tyres are third-worn Yokohama Advans; the spare is an almost unworn Michelin ZX. Underneath, the chassis is uniformly undersealed and no corrosion is apparent anywhere. The cabin, too, has been partially refurbished at some point – recarpeting has been done well and the (vinyl) front seats have evidently been reupholstered, though in a grey rather than blue of the rears; the untidy fixed seatbelts are rather grubby; the headlining is original. The heater fan slider is missing. A period-looking radio is fitted, its crackles suggesting unsuppressed electrical interference.

When fired up the 75bhp 1600 roars with appropriate enthusiasm and its Beetle-ish soundtrack

CHECKLIST

BACKGROUND

Introduced in 1958 the 356B range showed the Gmünd coupé had grown up: no longer a rebel, its larger bumpers and higher mounted headlights a sign of the need to conform, particularly in its main market, North America. The range now included fixed hardtop, Cabriolet and Roadster models. The 356C of 1963 at last brought disc brakes, but by then the cramped, four-cylinder Porsche was becoming an anachronism and the 911 could not arrive fast enough

WHERE IS IT?

eporsch.co.uk 01483 487738

FOR

Solid, uncorroded 356, rebuilt engine nicely fettled. One owner and full service record since 1993

AGAINST

Cabin needs work; paint imperfections and some trim missing

VERDICT

Eminently usable 356, readily improved further without large expenditure

VALUE AT A GLANCE

| | |
|-------------|----------|
| Condition | ●●●●●●●● |
| Price | ●●●●●●●● |
| Performance | ●●●●●●●● |
| Overall | ●●●●●●●● |

belies quite lively performance: this is not a VW after all. On the road the steering is quick with almost no slack and the 356 quickly exhibits that unmistakable collusion between man and machine that defines Porsche. Its modest dimensions and visibility mean the car is easy to place. The clutch is nicely weighted, the four-speed gearshift precise if rather long-throw and once the driver has adjusted to Porsche's drum brakes, away from the main highways the 356 is fun. The flat four's strength is its torque and there is little point in exceeding 4000rpm. Ride is firm but comfortable; there are one or two rattles from the doors which like most contemporary sports cars are not a great fit, otherwise it must be said few 60 year old cars can be hustled along like a correctly set-up 356. The pre-911 Porsche is admittedly an acquired taste but, for a fraction of what a concours (and too precious to use) 356 would cost, for the enthusiast, this handsome dark blue example offers plenty of potential. **PW**



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PARTS

**Porsche hard top**

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eddie.seddon@btinternet.com.

£695 P1019/015

Cayenne spare wheel

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£65 P1019/031

Rare original steering wheels

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P1019/032

**Four genuine Porsche 997 rims**

Plus Pirelli Sotozeros (winter tyres), rears 295x30x19 5.5mm tread: fronts 235x35x19 6mm tread, no kerb marks. Tel: 07812 094493 (Nottingham).

£1000 P1019/016

**Genuine 981 Porsche Boxster 2.7 exhaust tailpipe**

Brushed stainless steel, as new condition. Tel: 07980 078451. Email: hcm67@live.co.uk.

P1019/050

PARTS

Michelin Pilot Alpin Winter tyres

2 front tyres 245/35/20 NO, 2 rear tyres 295/30/20 NO, 1 winter use, 1000 miles approx, on 991 Carrera (Gen 1). Tel: Pauline, 07747 837775 (Co.Down).

£400 P1019/025

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 P1019/033

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ericlanz356@gmail.com. P1019/026

MISCELLANEOUS

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£55 P1019/034

Porsche book

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£1350 P1019/035

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 P1019/036

MISCELLANEOUS

**Medal for sale**

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£15 P1019/012

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).

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**Porsche handbooks**

Cayenne price list, Equipment Cayenne accessories, Cayenne Diesel price list, all books for 2009 models, as new condition, only £7.50, free postage. Tel: 07399 359072.

£7.50 P1019/010

Porsche books

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MISCELLANEOUS

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£100 P1019/038

Porsche 968 book

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

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P1019/054

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TRIED & TESTED

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

911 996 TARGA MANUAL * 2003 '53' * 61,417 MILES * £20,000



The 996 Targa is a comparatively rare beast: the least significant in volume terms, the Targa did not appear until the facelift of 2002 which meant RHD versions were in Porsche's UK showrooms for barely two years. Elegantly different from the stock 911 thanks to its slimmed C pillars and of course roofline, the 996 Targa otherwise used the same C2 body.

This 60,000 4-owner example in Arctic Silver was first registered in September 2003 by Hatfield OPC. There are no bills, but the handbook is impressively OPC-stamped every year to 2017, largely by Bournemouth which dealt with this Targa for eleven years. The most recent intervention was by Chelsea Carrera Ltd in October 2018 when the car was sold: it has covered fewer than 300 miles since then. Its mileage accrued steadily – 34,600 in 2010, 53,500 by January 2017, this 996 has clearly been looked after. The all-leather cabin shows little sign of wear, fascia switches have not lost their markings and there is none of the shiny plastic look of heavy use. Carpets are unworn, as is the boot. Externally, the Arctic Silver appears largely original; there is no sign of any recent paint. On a sixteen-year old car, the odd scratches or marks on the front and rear valances are par for the course. The Targa's specific five spoke wheels show no corrosion or scrapes; tyres are 40%-worn Michelins. The grey plastic bib at the bottom of the windscreen has faded badly, but this and the slightly dull paint are the only visible sun damage and the latter is easily remedied with an energetic polish.

From cold the 3.6 idles smoothly with no untoward rattles and the factory exhaust emits that deep, fruity 911 burble which is distinguishing rather than 'look-at-me' distracting. Underway, the consistent maintenance shows – the 996 steers absolutely straight and has all the expected 911 precision; gearshift is smooth and meaty – Porsche was still using the rod-connected Getrag on the 996, and the clutch bites perfectly at mid travel. The 3.6 is responsive and revs readily to 7000rpm; the brakes, requiring quite a shove from high speed, seem slightly out of character here: the discs are virtually unworn so perhaps they are suffering from lack of proper use over many months. After a run the engine looked clean and dry. The equipment all works although the a/c produces plenty of air, but not much conditioning. A rattle from the Targa blind should be straightforward to locate and silence. A battery warning light which stayed on (and previous flat battery) suggested an alternator problem: the vendor will attend to this before sale.

Less sought after than the coupé, the Targa is arguably better looking and has the rather practical opening glass tailgate. On paper less sporting, weighing 80kg more and with compensating thicker rear springs and softer dampers, if you are taken by the Targa's individuality, then any performance difference between what are now old cars is academic; Targas also tend to have been used more sparingly, as this example shows: indeed it would surely improve with more use. The asking price may seem high, but so is the quality of this car. **PW**

CHECKLIST

BACKGROUND

In 1995 Porsche presented a completely new style of Targa. Gone was the removable hardtop, replaced by a swish sliding glass affair which transformed the 911's cabin. The 993 Targa was something of a compromise: the original 911 shell had never been designed to have its top removed so the 993 Targa's roof creaked and its mechanism could stick if the body twisted. It created high speed wind disturbance and water leaks were not unknown. The 996 was by contrast purpose-designed, the sliding mechanism and glass inserted from inside during the manufacture process rather than the 993 method of placing on to the roof. The effect was a far better seal and more reliable operation. The design passed unchanged to the 997 before Porsche reintroduced the traditional but now fully automated Targa (sharing the same hydraulics as the Cabrio) on the 991

WHERE IS IT?

Berkshire Specialist Cars BSC is located in Sandhurst: previously a regional retail manager for Porsche Cars GB, proprietor Nigel Ellis set up shop in 2010. At one time the business stocked 80 cars, but Nigel says is now a more manageable 45 of which he would hope to sell 30–35 per month. He concentrates on premium brands, looking in particular for highly specified, lower mileage vehicles with successful colour combinations; BSC is a member of the RAC's Buysure scheme and its stock is sourced mostly from other RAC-approved network dealers or branded main dealers. berkshirespecialistcarsltd.co.uk 01252 447023/07885 241146

FOR

Rare manual Targa with full history; low miles, strong engine, mechanicals

AGAINST

Targa often regarded as less sporting than coupé

VERDICT

Impressive manual 911 which remains a pleasure to drive

VALUE AT A GLANCE

| | |
|-------------|----------|
| Condition | ●●●●●●●● |
| Price | ●●●●●●●● |
| Performance | ●●●●●●●● |
| Overall | ●●●●●●●● |



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Porsche 964 Speedster
1994, Manual Gearbox, LHD,
Guards red.



Porsche 911T 1972 Targa 2.2
Manual Gearbox, LHD, Tangerine
with black leatherette interior.



Porsche 912 Coupe 1967
Manual Gearbox, LHD, Bahama
Yellow.



Porsche 9944 S2 3.0L 1989
Manual Gearbox, RHD, Glacier
Blue with linen interior.



Porsche 993 Carrera 2 1995
Tiptronic Gearbox, RHD, Iris Blue
Pearl with custom tan interior.

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THE WAY WE WERE

TIME MACHINE

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

OCTOBER 1999 (ISSUE 67)

If there's ever been a truly consistent theme running through *911&PW* in its 30 years of publication, it's probably one of cost-effective Porsche motoring. In this month's issue we're at it again, looking at sub £10k 996s. The *911&PW* task force has never really got over the price hike in air-cooled Porsches, that saw most of us throw in the towel and pragmatically retreat to the world of the water-cooled Porsche.

Back in the October 1999 issue we introduced a new budget project car to the fleet, in the shape of long time contributor, Paul Davies's California import Porsche 912. At just £7000, this was the entry level, air-cooled Porsche and what's more he bought it on the 'internet!' Make no mistake, that was radical stuff in 1999, when the millennium bug was set to destroy mankind as 1999 turned into Y2K. OK, so the car had already been imported, saving a lot of aggro, but none the less, it was a far cry from flicking through Autotrader, with a cup of tea. And £7000 seems like an unfeasibly small amount of money for a classic Porsche.

Paul owned the 912 for six years, before replacing it with a Carrera 3.2 Targa, which is featured in this issue, as Paul tackles refurbishing the Targa lid, with a cost-effective kit from Design 911. All part of the *911&PW* ethos, you see...

Not that we can claim the 2.8 RSR making the headlines on the front cover was in any way a budget Porsche. It was – and is – a very well known and desirable one, though. Recently restored by Lincolnshire farmer, Michael Burt, in its Kremer Racing/Samson livery. Editor Horton got to take it for



a spin. His verdict? Bloomin' hard work!

Elsewhere in the issue, and without the aid of a crystal ball, Michael Cotton pondered what Porsche was going to do with its now redundant Le Mans V10 engine. Could it be that it might end up in Porsche's forthcoming and as yet unnamed off-roader in some form? What might have been, eh?

SEPT/OCT 1995 (ISSUE 29)

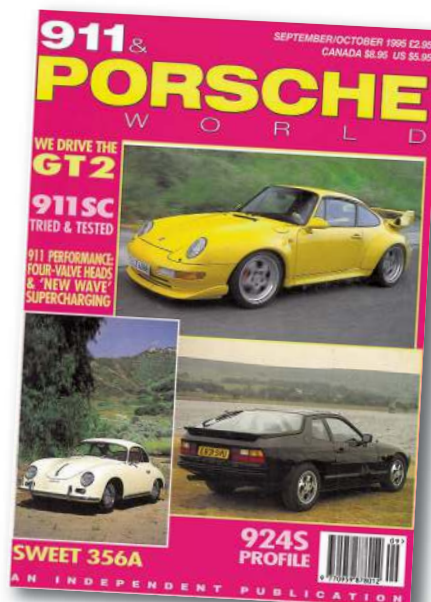
The Sept/Oct 1995 issue must surely have stood out on the shelves, with its pink and yellow vibe. Yellow in homage to the 911 GT2, but not sure where the pink came from! Still, the hardcore GT2 was a worthy cover star and a true homologation special.

By spooky coincidence, this 1995 issue also features a manically modified TechArt 911 and as equally red/black as the TechArt GTstreetRS in this issue, 24 years into the future. Got to hand it to TechArt – still in the game of building the outrageous, when others have fallen by the wayside.

Twenty four years ago it was the 993 based CT3, with a supercharged, 462bhp engine and nicknamed the 'Red Baron' due to its colour and biplane style rear wing.

Somewhat more down to earth and we marked the 20th anniversary of the 924 with a look at the 924S version. Indeed, hard to believe that in 1995 the 924 was already a couple of decades old, given how contemporary it still looks, even now.

A quick look at the classifieds? How about a 911S 2.2 in good nick for £8000?



OCTOBER 2008 (ISSUE 175)

Back in 2008 the 997 had just been revamped and with that came the all new PDK (Doppelkupplungsgetriebe, to give it its full, tongue twisting title) gearbox. In order to really evaluate this piece of fast-shifting tech, we blagged a couple of 997s, one manual and one PDK, and headed north for a couple of days of driving.

It should have been relatively simple, I guess, but the two cars, while both being Carrera 2s had very different specs, even taking the transmissions into account. The PDK equipped car also came loaded with PASM suspension and the Sport Chrono pack, exclusive to PDK, while the manual car had passive suspension and no gizmos save for PSM.

Oh, and the PDK car had the much derided button shifters, that even Walter Rohrl went on record as saying were "shit!" Anyway, you can see which way the showdown was going can't you? The hardcore, manualist motoring journo in us prevailed and the simpler, manual Carrera 2 won the day.

Interestingly, in this issue, we report on the new base 992 Carrera 2, which comes in widebody form only and, as yet, with no manual option, its differences between the Carrera S being pretty much in power output only. Seems the enthusiast 911 is no more.



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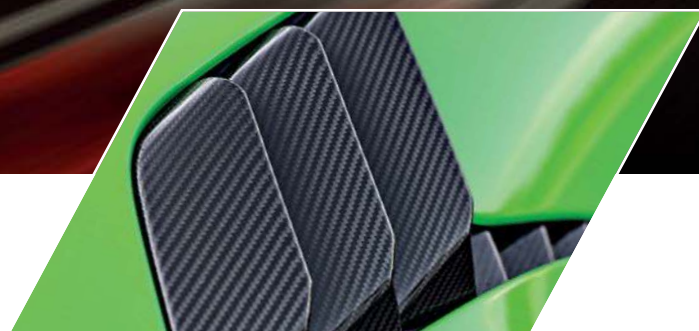
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