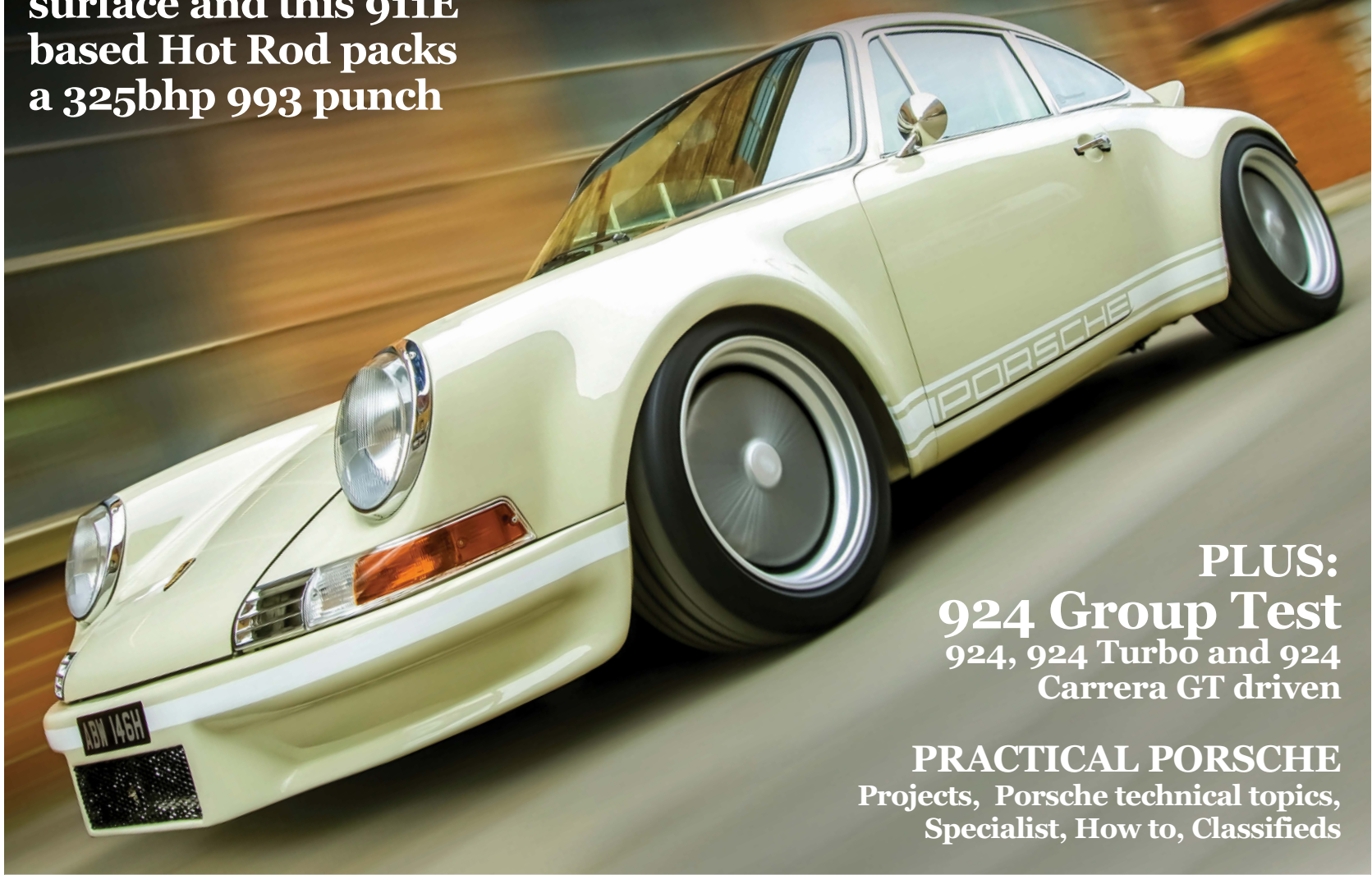


911&Porsche March 2020 924, 924 Turbo, 924 Carrera GT test • 10,000-mile 996 C2 • Workshop Seventy7 911 • 911SC Buyers' Guide ISSUE 312

# WILD THING!

Scratch the subtle cream surface and this 911E based Hot Rod packs a 325bhp 993 punch



PLUS:  
924 Group Test  
924, 924 Turbo and 924 Carrera GT driven

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# SPYDER V SPEEDSTER

Hardcore atmo flat-six road racers tackle each other and the British winter elements



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# UP FRONT

Mixed messages, with the return of the normally aspirated flat-six and a 2020 tipping point for all-electric cars

2020 has barely begun and already Porsche has brightened up the winter blues by launching the new 718 Cayman/Boxster GTS with a normally aspirated, 4.0-litre, 400bhp flat-six. Don't expect to see smaller flat-sixes arriving to replace the flat-four turbos, in the base and S model 718s, but with atmo sixes in the GTS and GT4, at least half of the 718 range now has a full complement of cylinders. So, a serious about face? Well, yes and no. The four-cylinder turbo cars haven't won many fans, but they are a necessary evil in the new world of range average emissions. Porsche will still sell plenty of them and has calculated that it can bring back the atmo flat-six without falling foul of EU emissions fines. Every turbo 911/Boxster/Cayman and all-electric Taycan sold, or Hybrid Panamera/Cayenne, means a stay of execution for normally aspirated combustion. In short, Porsche is

“ The four-cylinder turbos haven't won many fans, but are a necessary evil ”

making hay while the sun shines.

And talking of electrical devices, a tipping point for all-electric cars is on the horizon, in the the UK at least. The UK Govt has announced, as of April, that there will be no company car tax on electric vehicles in the first year, and then only very modest (compared to combustion engined cars) tax thereafter, year-on-year. That's a serious incentive for many folk, given the size of the company car/fleet market in the UK (53% of new cars went to fleets in 2019). And if you are a company car driver/small business owner etc, then you will know just how significant those savings are going to be. Thousands of pounds in some cases. Some companies are offering electric cars only now, with at work charging, too. More electric cars hitting the road – as they surely will – means more pressure on installing a decent charging infrastructure. It means a more rapid trickle down of secondhand electric cars onto the market, too, an important factor for take-up. Interesting times are ahead...

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**Porsche 911 Carrera S** official fuel consumption (WLTP) in mpg (l/100km): combined 27.2-28.5 (10.4-9.9). CO<sub>2</sub> emissions (NEDC equivalent): 205 g/km.

\*Summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3°C.





911&PW MARCH 2020

# THIS MONTH



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ALL THE PORSCHE NEWS AND VIEWS

# NEWS

Return of normally aspirated flat-six for 718  
Cayman/Boxster GTS \* Last 991 rolls off production  
line \* New Macan GTS \* Taycan fails poorly in US  
EPA tests \* Beaulieu and DDK dates for the diary



## FLAT SIX RETURNS TO 718 BOXSTER AND CAYMAN GTS

GTS twins get Porsche's 4.0-litre motor

In a move that was widely anticipated but still remarkable, Porsche has returned to atmospheric flat-six power for the 718 Boxster and Cayman GTS. The new 4.0-litre motor is derived from the flat six fitted to the 718 GT4 and Spyder and delivers fully 400hp. The 718 GTS was previously fitted with a 2.5-litre turbocharged flat four cranking out 365hp.

Porsche says the 718 GTS 4.0 models are all about on-road driving pleasure in

contrast to the track-orientated 718 Spyder and Cayman GT4. However, the new GTS 4.0 is no slouch. It's good for the sprint to 62mph in 4.5 seconds flat and has a top speed of 182mph.

Immediacy of throttle response and a rev limit of 7800rpm are central to the new GTS experience, as is the standard sports exhaust. The latter is, again, taken from the GT4 and Spyder, complete with the twin tailpipe outlets, integrated gasoline

particulate filter and saddle-type design.

Porsche claims exceptional efficiency for the new engine, in part thanks to adaptive cylinder control that disables one engine bank under light loads. Despite that, CO2 emissions as measured by the NEDC standard climb to 246g/km. The flat-four GTS came in under 200g/km when specified with the PDK automatic gearbox.

Speaking of transmissions, the GTS 4.0 is available only with Porsche's six-speed





manual transmission at launch. It's not clear whether Porsche will add a PDK option later in the model's life cycle. Recently, Porsche has been forced to roll out transmission options gradually on several models due to constraints involved with testing for the new WLTP emissions testing regime in the EU.

Cosmetically, the new 4.0-litre GTS is almost a dead ringer for the outgoing 2.5. That means a standard 718 body fitted with the Sport Design front and rear bumpers from the options catalogue. The only visible differentiators are 4.0 badging on the lower doors, 20-inch 718 Sport wheels painted satin black and the new exhaust outlets. Tyres are 235/35 ZR 20 at the front and 265/35 ZR 20 at the rear, as before.

Other significant standard features include Sport PASM active suspension with a 20mm drop compared with a standard 718 and the Sport Chrono package that adds the upgraded Porsche

Track Precision App, Porsche Active Drivetrain Mounts (PADM) and Porsche Torque Vectoring (PTV) with mechanical limited slip rear differential.

Inside, dark Alcantara is used for the centre panels of the standard Sport Seats Plus, as well as the steering wheel rim, centre console, gear lever and armrests on both doors. In the 718 Cayman GTS 4.0, it also covers the A-pillars and the roof lining. Porsche Communication Management (PCM) with a high-resolution seven-inch touchscreen is also standard. As ever, a huge range of optional extras, including Porsche's personalisation programme, are available. An almost infinite mix of colours, materials and stitching is on offer.

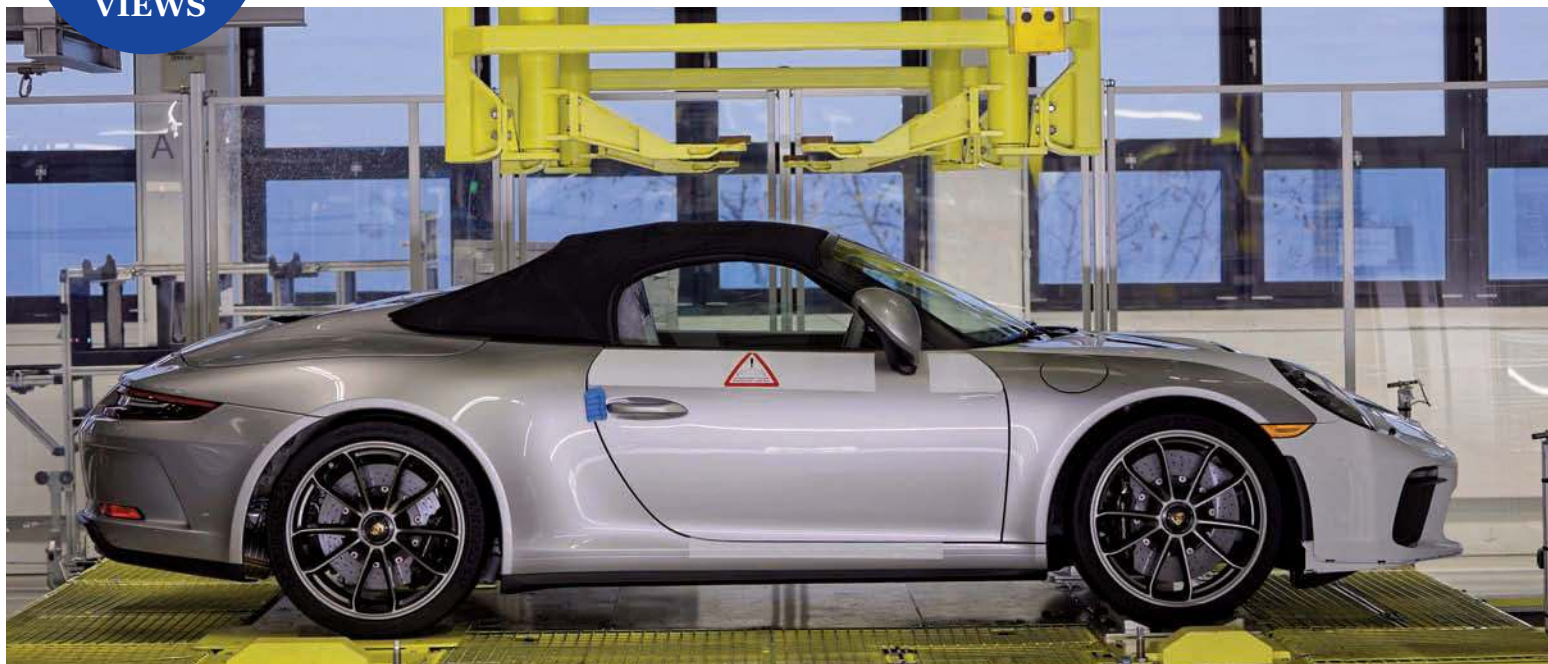
Overall, the new GTS is one of the most intriguing new launches from Porsche in recent years. For Porsche to revise a relatively low-emissions model powered by a compact turbocharged engine with a large displacement atmospheric engine hooked up

exclusively to a manual gearbox is perhaps not what many would have predicted for its opening salvo of 2020.

The GTS 4.0 also makes for a conspicuous addition to the overall Porsche sports car lineup. That now includes a 400hp naturally aspirated 718, starting at £64,088 for the Cayman version, while the base 911 model is powered by a 385hp turbocharged six and begins at £82,793. Who would have predicted a few years ago that you would be able to buy a manual, 4.0-litre naturally aspirated mainstream 718 with more power than the base 911. It wasn't that long ago Porsche didn't dare to produce a Boxster or Cayman with as much power as any available 911.

For the record, the Boxster GTS 4.0 is priced at £65,949. Porsche says the new models are on sale now and deliveries to Porsche Centres in the UK will begin in March.





## FINAL TYPE-991 911 ROLLS OFF THE PRODUCTION LINE

### An ode to the 991

It's official. The 991 is no more. The very last example of arguably the most varied and certainly the most successful generation of the iconic 911 has rolled off the production line. The identity of the very last 991? A 911 Speedster powered by the masterpiece that is Porsche's 4.0-litre, 9000rpm flat six, of course.

First seen at the Frankfurt motor show in September 2011, Porsche says a grand total of 233,540 units of the Type 991 were produced, making it the most numerous of all 911 generations. Thanks to an advanced mix of metals, including multiple steel grades, around 40 per cent aluminium content, plus a little magnesium, the 991 was the first 911 to actually weigh in lighter than its predecessor. The 991 likewise marked a major modernisation for the venerable 911. For starters, the car's wheelbase was increased by a massive 100mm while retaining the classic rear engine installation.

The 991 was also the first 911 to offer a wide range of innovations. Most notable and controversial was the introduction of electric

rather than hydraulic steering assist. To that you can add active roll stabilisation for the first time, active rear-wheel steering, a seven-speed manual gearbox and the use of both 20-inch and 21-inch wheels.

What's more, the 991 in its facelifted second-gen form introduced the world to the notion of turbocharging in the basic Carrera. If that was a radical departure for the entry-level model, it will perhaps be the huge range of body styles and limited edition specials for which the 991 will be revered.

By the time the 991 was introduced, a basic range of narrow, wide body and extra-wide Turbo bodies, all offered in both coupe and cabriolet form, were already the norm for the 911. But in 2012 the 991 introduced a new Targa body that more fully evoked the style of the 1967 original. The 991 Targa reintroduced the classic 'hoop' thanks to a complex automated mechanism that removed and stowed the central panel.

As for all those 991 specials, things got really interesting in 2016 with the 911 R. Built

for purists and recalling the 1967 road racer, the 911 R boasted a 500hp 4.0-litre flat six, a manual gearbox and low-key styling with the notable omission of a large rear wing. That approach was repeated in the full series production Touring version of the gen 2 991 GT3. The success of the 911 R also led to the 991 T, another back to basics 911, this time based on the entry-level Carrera.

The 991 generation, of course, also included two iterations of the mighty 911 GT3 RS, the second of which upped the ante to fully 520 naturally aspirated horsepower. The daddy of the 991 range, however, was the borderline bonkers 911 GT2 RS. The most powerful ever 911, it cranked out 700hp and yet somehow carved out a reputation for being friendly and driveable.

Bookending the line was the aforementioned 911 Speedster. That adopted the incredible 4.0-litre atmospheric flat six, but added individual throttle bodies and an emissions-friendly particulate filter for a grand total of 510hp.

How will the 991 generation of 911 be remembered? Probably for its sheer variety. Last off the production line was the above Speedster

## TAYCAN 'LEAST EFFICIENT EV EVER'

### Pure electric Porsche struggles in US testing

According to the EPA or Environmental Protection Agency in the USA, Porsche's Taycan EV is the least efficient electric car ever in its efficiency testing. The EPA is the US body that tests and rates cars for efficiency and emissions.

The EPA found that the Taycan Turbo returned 69MPGe, a test that rates electric cars for MPG equivalence. For context, the Long range version of the Tesla Model S achieves 111MPGe in the same test. The GM EV1, an early electric car that was on sale in the late '90s, is rated at 85MPGe by the EPA. The Taycan Turbo did poorly in the EPA's range testing, achieving 201 miles to the Tesla's 373. In Europe, the Turbo is rated at 280 miles in the WLTP test.

EPA test results tend to be lower than WLTP when it comes to range. But not by the amount that the Taycan suffered. It's unclear exactly why the Taycan did so poorly. Part of the explanation is Porsche's conservative battery management. Lithium batteries are

likely to suffer wear when being either fully charged or fully discharged. For this reason, Porsche prevents both full charges and full discharges of the Taycan battery, reducing its capacity from 93.4kWh to an effective 83.7kWh.

By contrast, Tesla allows both full charge and discharge of the Model S's slightly larger

100kWh battery. Porsche is not disputing the EPA's figures, but nevertheless hired an external firm, AMCI, to conduct independent testing. AMCI found the Taycan Turbo had a real-world range of 275 miles. Even with these improved figures, the Taycan's range remains well off that of Tesla's big battery models.



The Taycan has performed poorly in American EPA tests against its Tesla rival



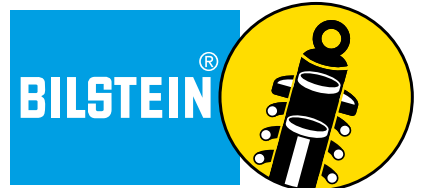
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## MACAN GETS THE GTS TREATMENT

The sportiest Macan yet, says Porsche

Porsche has completed the revised Macan range with a new GTS model. Porsche says the model's more powerful engine, performance-oriented chassis, distinctive design and enhanced equipment make for the sportiest version yet of the mid-sized SUV.

For starters, the GTS's 2.9-litre V6 biturbo engine delivers 380hp, an increase of 20hp compared with its predecessor. Combined with the revised PDK dual-clutch transmission and the optional Sport Chrono package, the Macan GTS accelerates from zero to 62mph in 4.7 seconds, three tenths faster than before. All out, it can hit 162mph.

Next up is the chassis. The Porsche Active Suspension Management (PASM) damping control system has been specially tuned for the GTS. The chassis has been lowered by 15mm for greater cornering dynamics and can be dropped a further 10mm courtesy of the optional adaptive air suspension.

Combined with the standard 20-inch RS Spyder Design wheels and the generously-sized cast iron brakes (360mm by 36mm up front, 330mm by 22mm out back), the new Macan

GTS is said to be the most agile Macan yet. Optionally, braking and chassis performance can be further improved via either the Porsche Surface Coated Brake (PSCB) system with tungsten carbide coating, or the top-rung Porsche Ceramic Composite Brake (PCCB) choice.

Styling wise, the GTS gets the Sport Design package with redesigned front and rear trim and side skirts as standard. The LED headlights with Porsche Dynamic Light System (PDLS) and the three-dimensional rear lights with LED light bar are also darkened. The LED headlights can be ordered optionally with PDLS Plus.

Inside, meanwhile, Alcantara on the seat centre panels, the centre console armrests and door panels as well as black brushed aluminium characterise the interior of the Macan GTS. Exclusive to the GTS are the multifunction sports steering wheel with rim in smooth leather and shift paddles, sports seats with eight-way adjustment and pronounced side bolsters for stable support during dynamic cornering. The new Macan GTS is available to order now with UK prices kicking off at £58,816 including VAT.

New Macan GTS follows usual GTS pattern of engine, chassis and styling tweaks. That means power up 20hp to 380hp, a PASM drop of 20mm and lots of Alcantara and black trim bits

## OUR TAKE

### WHAT WILL HISTORY MAKE OF THE 991?

The 991 is a goner. The very last example, a 4.0-litre Speedster, has rolled off the line. Which inevitably begs the question of how will the 991 fit into the historical pecking order of 911s. By some metrics, the answer is easy. The 991 is unambiguously the most successful 911 ever.

Porsche sold more 991s than any previous type of 911. Inspect the 991's legacy more closely and the picture is more mixed. In fact, such were the dramatic changes implemented over the course of the 991's eight and a half year tenure, the model represents a sort of microcosm of the 911's broader evolution since its introduction in 1963.

Like every new 911, there were elements of the 991 that irritated purists. Most controversial at launch were the electric steering assist and seemingly overwrought seven-speed manual gearbox. The latter is derived from the PDK automatic transmission and legend has it that Porsche actually considered dropping the manual option altogether for the 991 before a hasty change of heart and a rather slapdash repurposing of the PDK 'box for manual operation.

Whatever the truth, the fact is that the first generation 991 represents the last 911 Carrera available with both a manual gearbox and a naturally aspirated flat six. But then the facelifted 991 was also the first 911 with turbocharging for the base Carrera and Carrera S models, and with that transition the 911 arguably lost some of its dynamic purity. Meanwhile, Porsche went the opposite direction with the GT models. The first generation 991 GT3 was offered exclusively with the PDK automatic transmission, only for the manual 'box to be reintroduced first in the ultra-rare 911 R and then in the series production second gen GT3.

Porsche likewise launched both a wingless GT3 Touring and a back-to-basics Carrera T model as part of the facelifted second gen 991 range. Similarly, while the original 991 was unique among new 911s in being lighter than its predecessor, a truly stunning achievement given that it was larger, better equipped and more complex, the facelifted 991 rather spoiled that by

putting on significant flab.

Taken in the round, then, it's tricky to pigeon hole the 991. At its introduction, Porsche seemed to envisage an ever more technical future for the 911, probably with turbocharging and automatic gearboxes on all models. But during the production cycle of the 991, it became clear that demand for a more puristic and interactive driving experience remained. Credit to Porsche, it responded.

The result, by the end of the 991's tenure, was the most varied series of 911 yet. Whether you wanted an ultra-pure manual experience with a screaming atmospheric engine, or an incredibly clever technofest with outrageous turbo power, the 991 had something for just about everyone. It was both more focused and more mainstream than any previous 911. The one arguable exception to all this? Size. For many, the 991 was the 911 that moved unambiguously out of the sports car class to become a sporting GT.







# LED HEADLIGHT CONVERSION

Available in a variety of options for either the classic vintage, or modern hot rod look. These units drop right in with plug and play installation and harnesses.





## SIMPLY PORSCHE 2020 IS GO

### Get your tickets now for June Beaulieu bash

Fancy a day perusing countless examples of the very finest Porsches from the UK and further afield while you stroll around the grounds of a stately home? Then get yourself booked in to Simply Porsche 2020 at Beaulieu in the New Forest for the 7th of June.

The 2019 instalment of Simply Porsche saw 1981 participants and a fitting 987 Porsches in attendance. 2020's event will be the 8th thus far and once again is being held in association with TIPEC, otherwise known as The Independent Porsche Enthusiasts Club.

As before, this summer's bash will include a huge array of privately owned Porsches, with all examples of the marque, from classic 911s to Boxster, 914s and transaxle cars welcome. TIPEC says a wide range of trade stands will also feature, with both parts and cars for

sale, plus plenty of advice on offer.

All participants have the opportunity to be chosen as the winner of the People's Choice Award, selected by public vote. Prizes will be awarded to the winner and runners-up. The People's Choice Award ceremony will take place at 2pm. Anyone wishing to be in with a chance of winning will need to remain on site until the awards ceremony has taken place.

While you're at Beaulieu, you can also pop in to the National Motor Museum. It's home to 250 stunning cars and motorbikes. Advance tickets are £10.50 for adults and £5.25 for children. On the day the prices are £12.50 and £6.00 respectively. Head for [beaulieu.co.uk](http://beaulieu.co.uk) for tickets and more information.

TIPEC/Beaulieu Simply Porsche bash has established itself as one of the biggest Porsche events on the calendar

## DDK'S SECOND SWAP MEET

### The real-world alternative to eBay

Remember life before eBay? You know, when you had to actually get out there and meet people at autojumbles and rummage through piles of parts to find the occasional gem? Well, a small slice of that bygone era survives in the form of the DDK Swap Meet.

First held last year, Swap Meet 2020 will be held at Greatworth Classics (postcode OX17 2HB) on Sunday March 8th, starting at 9:30am. Along with a wide range of exhibitors and traders offering their fares, why not pop along to catch up with fellow Porsche fans and have a coffee and a bite to eat. Then you can have a browse and just maybe buy those crucial last bits to complete your project.

It's also not quite too late to book a trader's pitch and start clearing out that garage. To do that, drop a line to [admin@vwcamperco.com](mailto:admin@vwcamperco.com) or get in touch with Angus Watt at Greatworth Classics on 01295 812002 or via [angus@greatworthclassics.co.uk](mailto:angus@greatworthclassics.co.uk).

For the record, Greatworth Classics opened in 2005 supplying and servicing air-cooled Volkswagen vehicles before also becoming a Porsche specialist with particular expertise with the 914. DDK or Die

Deutschen Klassiker, meanwhile, is an independent online Porsche forum for 356, aircooled 911, 912 and 914 models which you can find at [ddk-online.com](http://ddk-online.com).



Get out there and buy some Porsche bits in the real world, rather than on eBay, at DDK's Swap Meet

## FAMILY FUN IN 2020

### Fathers, daughters and sons invited to join exclusives events

If you like the idea of appreciating the finer things in life with your father, daughter or son, while touring some of the most beautiful landscapes in Europe, then we have just the thing. Happy Few Racing is holding a series of time trial road rallies in 2020 that will tick your boxes.

First up and starting 15th May is the Rallye Père-Fille, or the Father-Daughter Rally. Starting at Château de la Messardière, Saint-Tropez in southern France, Rallye Père-Fille is a weekend open to GTs of all periods and aims to gather different generations of

people for a combination of art de vivre, gastronomy, the thrill of driving and a special moment between father and daughter. A wide range of makes and marques of car are eligible for Rallye Père-Fille. Specifically in terms of Porsches, all coupé and cabriolet models are accepted. Price for the Rallye Père-Fille is €2395 including VAT per person, so call that around £2000 in old money.

Meanwhile, from 9th to 11th October, it's Vater+Sohn or Father+Son. This event brings fathers and sons to the Black Forest in Germany for around 250km of driving on some of the best roads in Germany over three days. Vater+Sohn is only open to Porsche coupé and cabriolet models and costs €3850 including VAT, or around £3500.

Happy Few Racing says there is no need to be a pro to take part, so everyone has a chance of winning. Nor do you need any specific equipment, just a calculator and perhaps some common sense. A wide range of makes and marques of car are eligible and regards Porsches, all coupé and cabriolet models are accepted. Find out more from [happyfewracing.com](http://happyfewracing.com).

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PRODUCT BRIEFING

# ESSENTIALS

The tempting trinkets that enhance Porsche ownership

## DESIGN 90 STASH FOUND

Sometimes things come along that you don't quite expect, and that's exactly what happened with VW and Porsche parts supplier, Heritage Parts Centre, which, having been established 34-years, has seen its fair share of parts and continental warehouse clearances.

During a recent treasure hunt, the Sussex based outfit stumbled across a stash of new old stock 6x16in Design 90 wheels, in a warehouse in Germany.

Suitable for a whole host of 5-stud applications, they would look just at home on a transaxle model as a narrow bodied, air-cooled car. Sadly, they don't come with matching original centre caps, but decent copies can be found from various specialists and online. Price wise they really are a snip at £84.95 each. And it goes without saying that when they're gone, they're gone.

So, don't miss out. Go online at [www.heritagepartscentre.com](http://www.heritagepartscentre.com) or call the hotline on: 01273 444000.



## BAG ONE OF THESE

Part of the new Porsche Design Capsule Collection and inspired by the Porsche Speedster, the Porsche Design Voyager 2.0 BackPack MVZ combines ultra-soft leather finished in the iconic color Cognac 356 with elegant metal accents that mimic the chrome-plating of the original Speedster. Details include leather zipper pulls carrying the PD icon and an eye-catching front slip pocket in silver leather. The intelligently designed interior is lined in light grey and features an easily accessible main compartment with a separate zipper compartment and organiser to let you stow your belongings quickly and safely. A padded laptop compartment also protects your computer, while adjustable straps provide added comfort. Yours for £680 from [www.porsche.com](http://www.porsche.com).



## GOT IT COVERED

Our chums at MittelMotor based in Bochum, Germany, have just tooled up a new range of custom-fitted indoor car covers for period Porsches. MittelMotor says the covers feature high elasticity and will maintain shape with extensive use. The inside of these protective covers guard the paintwork of your vehicle from scratches thanks to a lining made of light, fluffy fleece, while the outside is glossy satin. Should the cover become dirty, it can be washed at 30 degrees C. MittelMotor offers the covers for air-cooled 911s, the 914, 924 and 944. As we go to press, all covers are available at a reduced price of €149, down from €169. That includes VAT and works out at roughly £125. The covers are available, along with a wide huge of Porsche parts and products, from [www.mittelmotor.de](http://www.mittelmotor.de).





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## COOL IT

Gearbox cooling is often overlooked in the quest for controlling engine temps. Enter, therefore, Stuttgart Classica's answer to that particular problem for air-cooled 911s. Its new 915/930 Gearbox Oil Cooler kit includes an aluminium plate that replaces the standard item found on 915 and 930 gearboxes. It allows oil to be scavenged from the gearbox without any modification to the 'box itself. The plate has a 1/8 NPT port, enabling the installation of a temperature sensor, and a -8AN port for the oil scavenging. A temperature sensor and -8AN adapter is included in the kit. The scavenge plate is available separately or within the full kit, which includes oil pump, hose, fittings, cooler and brackets. Prices start from £279.00 plus VAT including free UK shipping. Worldwide shipping is also available via [www.stuttgart-classica.co.uk](http://www.stuttgart-classica.co.uk).



## CARBON COOLING

Purists might choose to pass on this one. For everyone else, Stuttgart Classica has cooked up some rather tasty new engine shrouds for air-cooled 911s composed of sleek, shiny carbon-fibre. Manufactured in full carbon-fibre weave and with a high gloss finish, the shrouds are also available in Kevlar or glassfibre versions. Stuttgart Classica offers the shrouds for most air-cooled 911 engines. Just head on over to the website at [www.stuttgart-classica.co.uk](http://www.stuttgart-classica.co.uk) and select your engine type. Currently, Stuttgart Classica is offering shrouds for 2.4, 2.7, 3.2 and 964 engines. Full engine tin ware sets are also available. Prices for the shrouds kick off at £695 plus VAT but including UK shipping. Worldwide shipping is also available when you order via the website.



## 944 RAD

Looking for a high performance, high quality but affordable radiator for your 944 transaxle classic? Then search no more. Specialist in all things Porsche but particularly in transaxle models, Woolies Workshop in Solihull near Birmingham is offering this natty aluminium radiator. Both the core and tank are all aluminium. Meanwhile, the core is welded in a vacuum brazing furnace, not assembled using epoxy, and the tank is TIG welded. Available for 2.5 and 2.7-litre 944 models, and 3.0-litre 944S models (manual only for all), the core of the radiator measures 500mm by 325mm by 42mm, the whole radiator clocks in at 600mm by 340mm by 100mm and the upper and lower outlets are 38mm. Available now for £199.99 from [www.wooliesworkshop.com](http://www.wooliesworkshop.com).





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911 GT3 / RS	Left	7044	7047	7069
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	Center/CUP	7057   7053	7053	7068
Boxster	Left	7044	7047	7066
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	Center/Snyder	7057	7049	7060   7068
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## SPECIAL SQUARED

A special edition of a very special car. That's the 718 Cayman GT4 Sports Cup Edition. It's essentially a 718 GT4 with a fancy paint job to commemorate the 15th anniversary of the customer and club sport race series known as Porsche Sports Cup Germany. Given it's a German race series, no surprise to find the 88 examples were offered exclusively through Porsche Centres in Germany, and thus not available in the UK. But you can now grab a 1:43 scale slice of the action in the form of this Minichamps model available from [www.selectionrs.com](http://www.selectionrs.com). What's more, the model itself is a limited edition, with just 1718 individually numbered copies produced. Acquire yours from SelectionRS for €69.95, or about £60 in old money.



## TRANSAXLE TURBO

Back in the early '90s, Porsche was basically on the breadline. Or so the story goes. Money was definitely tight, anyway. So when it came to shifting a few more units of the slow selling 968, Porsche didn't have many options. Stripping out some bits, lowering the price and calling it a Clubsport did the trick for a bit. But what of the 968 Turbo S? Now that was something altogether more special. Just 14 were reportedly produced using the old eight-valve lump from the 944, albeit expanded from 2.5-litres to fully 3.0-litres and now cranking out 309hp. That was good enough for 175mph and zero to 60mph in 4.7 seconds. Pretty nippy for 1993. This 1:18 scale rep by model maestros GT Spirit is also limited, in this case to 999 units. Available now for €99.95 or around £85 from [www.selectionrs.com](http://www.selectionrs.com).



## RSR MODEL

Porsche's 991 RSR is the racing car that purists feared and progressives prayed for. A mid-engined 911. Some scoffed at what they saw as the Cayman's rear-end grafted onto the 911, while missing the point that this is how the Cayman itself is created, ie by sharing its front-end structure with the 911. Whatever, the RSR is a majestic race machine and a very successful one at that. This 1:43 model from Spark captures the RSR in 2019 spec and running the iconic Coca-Cola livery. It was piloted during the 2019 season by none other than Nick Tandy, Patrick Pilet and Frédéric Makowiecki. The precise detailing of this model precisely matches the car as it competed at Road Atlanta in the USA for the Petit Le Mans race. This model is available now from [www.selectionrs.com](http://www.selectionrs.com) for €59.95, or around £50.





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## YOU WRITE, WE READ

# LETTERS

Got something to say? Need to express an opinion on the Porsche world? E-mail us on [porscheworld@chpltd.com](mailto:porscheworld@chpltd.com)

## GRIPPING STUFF

I was interested to read Johnny Tipler's account of grip/tyre problems with his Boxster 986 (*911&PW*, Feb 2020 issue), as I have had exactly the same feeling with my Boxster 986 recently.

Driving on dry roads, or motorway, the car feels as it has always done, but on shiny wet roads, usually A and B (not actually raining), the car does not feel planted. I have the feeling the front wants to slip down every tramline and if a bend is taken too fast, then the front will slip away. The only difference is that I have Continental Sport Contact 2s on the front, compared to Johnny's then Michelins.

I have had my Boxster for 13-years and do all my own maintenance, wherever possible. In 2017, I changed all the suspension rubbers to polybushes, so I know there is no play there. The tyres were all Conti Sport Contact until 2019, when I found that I could no longer buy this in standard 17in fitment. I have put Michelin Pilot Sport on the back and I've left the Contis on the front until they wear down, or perhaps not...

My opinion is that it's the front that does not feel like its gripping properly. I don't have the feeling that the back wants to swing out. I have tried running with 2psi less in the fronts, but this has made no difference. This feeling has only occurred this winter and since the constant rain and constantly wet roads. I was thinking that it could be that I'm running with a mixture of tyres back and front, so I'm going to change the fronts regardless of wear. Now that Johnny has mentioned the same feeling/characteristics, I will be interested in his findings.

I was even thinking of changing the track rod ends, even though I

can't feel any play there. Or buying a second hand set of wheels and fitting winter tyres. Would really like to solve this, as it's spoiling the driving pleasure.

**Keith Phillips, via email**

**Johnny Tipler replies:**

*Thanks for your feedback. As you will be able to read in a future 'Projects' instalment at the back of the mag, I have now fitted a full set of Conti Sport Contacts, but I'm still not convinced the car is behaving itself on wet roads, particularly the rear, when crossing over white lines, or drain covers. I am beginning to think that it might be a camber issue at the rear, so another geo set up is on the cards. Watch this space...*

Is geometry the issue with JT's wayward Boxster?



## SO WRONG

I couldn't disagree with head of Porsche North America, Klaus Zellmer, more (*911&PW* News, Feb 2020), when he says that in the future, it won't be the car that is the differentiating factor for customers, but the customer experience, citing that in an electric future: "You're going to see that zero to 60mph and top speed will be irrelevant going forward. Five years from now, a car going from zero to 60 in less than three seconds will be nothing to write home about. So where do you differentiate in luxury? The customer experience, when you buy the car, when you have a problem, when you service it, when you replace it – that will be more important than the product itself." If I was Klaus, I would have sent my marketing team off to do some

real research.

The only thing that makes owning a sports car worth it, is the car. Not the customer experience, not the servicing, not the replacement, not when you buy it. You tolerate those things because the product is so special. Especially so for a Porsche as they're so expensive to purchase and maintain.

How did he get in charge to get something so basic so wrong? Was Toyota presenting the same day, and there was a mix up with the slides?

**Max Flinkenberg, via email**

**Steve Bennett replies:** *It doesn't bode well, does it?*

## MISSION CREEP

Keith Seume's definition of mission creep (*911&PW*, Usual Suspects column, Feb 2020 issue) and its influence on life in general, is how I would describe my own experiences from DIY to, yes, project cars. Indeed, for mission creep, just read project/resto/upgrade, whatever you want to call it.

Best laid plans and all that, but every time I get myself a new car, I tell myself that this time it's going to be different. A bit of body work isn't going to turn into a bare metal respray. A bit of suspension fettling won't inexplicably become a set of coilovers. A replacement, standard exhaust won't morph itself into a full stainless steel sports system, complete with manifolds, that look like a bunch of bananas.

Who's Keith kidding? Who am I kidding? Who are any of us kidding except ourselves. And what's this magazine for if not to assist and influence. Mission creep in relation to any male interest/hobby is just 'life' really.

**Russell Brown, via email**

**Steve Bennett replies:** *That's deep, Russell!*



Keith's 'mission creep' 914. For 'mission creep' read just 'life' in general, says Russell



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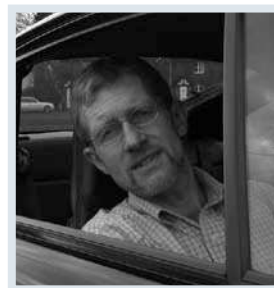
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# THE USUAL SUSPECTS

911&PW's resident used Porsche man and keen Porsche historian has a few subjects that he'd like to get off his chest. Most notably: Why is Porsche succumbing to electrification so readily, when there's life left in internal combustion...



**KIERON FENNELLY**  
911&PW's resident tyre  
kicker and keen Porsche  
historian

## INTERNAL COMBUSTION NOT DEAD YET

It seems more and more that the next version of the 718 will be electric. Shorn of two cylinders in its last iteration (although the just announced 4-litre, flat-six GTS is a reason to celebrate. See *News* in this issue), such a fate would appear logical in this dismal progression, part of the headlong rush to EVs. Last month (911&PW issue 311) the prospect was enough to provoke Andrew Frankel to wonder whether electric sports cars could ever stir the soul. Despite Porsche's unquestioned ingenuity, he is very doubtful. So am I.

Personal transport enriches lives and is the basis of our modern economies. Look at how the Chinese have gone from bicycles to the motorcar in three short decades, revolutionising the world's biggest nation. Personal transport – a car, is a utility. By contrast, nobody needs a sports car. A sports car is an indulgence just as many material possessions are for those of us fortunate enough to have reached a certain level of affluence. And for an audience of Porsche enthusiasts, there is no need to emphasise how integral the internal combustion engine is for the enjoyment of that sports car. Indeed, for many the flat six has been the *raison d'être* of the 911.

In the prevailing climate, where environmental debate often sounds ill informed, if not downright hysterical, road transport, whether passenger car or commercial freight, is an easy target. Motor manufacturers are therefore understandably coy about their plans for Otto engines. Except for Mazda: for many years allied with Ford, the Japanese company ploughs a distinctly independent furrow. It has long persevered with the unfashionable rotary engine and has more recently developed a compression-ignition petrol motor which it refers to as its SkyActiv X technology. Essentially SkyActiv X combines spark-ignition of the petrol engine with the high compression-ignition of a diesel, technology that several manufacturers including VW have investigated, but never commercialised.

At its simplest, 'SPCCI,' spark-controlled compression-ignition uses a sparking plug to start the engine and ensure combustion when the engine is under high loads. Most of the time, however, the engine functions with compression-ignition: this is inherently more efficient as it allows the engine to operate with a far thinner fuel/air ratio, in the order of 37:1 rather than the 14.7:1 of petrol combustion. Not only does compression-ignition require less fuel, its combustion is spontaneous whereas ignition by spark plug takes fractionally longer: this has implications both for amounts of fuel required and exhaust emissions – Mazda claims a 30% improvement in mpg over its conventional 2-litre petrol unit and mileage comparable with diesel consumption. Mazda's SPCCI offers petrol levels of refinement yet diesel levels of economy and CO2 with an engine whose torque curve resembles a naturally aspirated unit.

As other manufacturers rush towards electric cars, Mazda points out that even in the medium term nowhere will recharging infrastructures be able to cope with a wholesale move to electric; meanwhile questions about continued availability of the resources required to make batteries and their disposal remain unanswered. Mazda believes, as do many observers, that combustion engines still have a significant role to play and indeed it is hard to imagine that Weissach has not investigated this route. The Mazda unit

operates with a compression ratio of only 16.3:1, not so different from the 13.3:1 of the 991GT3, so the block can be made in light alloy rather than the heavy iron unit of the diesel, making it eminently suitable for sports cars.

By 2023, Porsche should be meeting European corporate CO2 targets comfortably unless the Taycan is an unimaginable flop, but Porsche is so good at this kind of innovation that a success of Cayenne dimensions is far more likely.

Which leaves us with the battery-powered 718: does Porsche really need to electrify this model? Is it beyond the wit of Weissach to make a compression-ignition 3-litre flat-six (or a 2-litre four) and meet emissions requirements for much same cost as the electric 718? After all, Mazda has taken the plunge – at retail level its SkyActiv X is priced about £1500 more than the non SPCCI model. What have the Japanese seen that Porsche hasn't? I would even bet that the Porsche compression-ignition engine already exists. The question is whether the political sands will shift enough for Porsche to have the courage to market it. I am not holding my breath.



Above: It may look like a conventional in-line four pot, but Mazda's innovative SkyActiv X engine combines spark-ignition of the petrol engine, with the high compression-ignition of a diesel. The result is lower emissions and improved economy. Left: Porsche has experimented before with an all-electric Boxster, but this time it's serious



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



CHRIS HORTON



STEVE BENNETT



BRETT FRASER



KEITH SEUME



JOHNNY TIPLER



DAN TRENT



JEREMY LAIRD

## THOUGHTS OF A TYRE KICKER

For the last few years, I have been writing the 'Tried & Tested' column for the marketplace section of *911&PW*. This involves selecting a car at a dealer, or occasionally from a private seller for a test drive. In truth, this is more of an 'impressions' piece than a comprehensive road test, but it gives an interesting snapshot of what is on the market.

When I last spent any time in Porsche dealerships in the early 2000s hunting for a 3.2 (but which in the end turned into a 993) it was a very different world. The internet was relatively undeveloped so the luxury of being able to study a dozen high res pictures of desirable cars in the comfort of your own home did not exist: there was no alternative but to visit dealers. Twenty years ago, these were far thinner on the ground; many of today's used Porsche specialists did even not exist. On the west side of London, I can think of only three, so not only were there far fewer used examples to choose from, seeing a representative selection, picked from dealer and classified ads in the magazine, could involve considerable legwork.

The other difference is condition: outside the official Porsche Centres and the handful of established specialists such as Cridfords, the cars in some case were offered sold

almost as received by the dealers. Having decided that £17,000 was a lot (in 2003) to pay for a later 3.2, I turned my attention to 964s, but those I found were almost all depressingly unloved with fraying steering wheels, grubby engine compartments and assorted tyres. Almost two decades on, what a contrast: the few 964s I come across are all immaculate, often substantially restored – and their asking prices reflect this. But in general, cars are very nicely prepared, even at non-specialist outlets, while in some cases the work of the detailer (did he even exist twenty years ago?) has become almost an art form. Without really digging at the cheapest end of the market – £4k Cayennes or £9k Caymen – it is hard to find a seriously faulty car to write about. I have driven a 100,000 mile 997S gen 1, which crabbed wondrously (in the dealer's defence, I do not believe he had spotted it, as

subsequent lower-end cars he has lent me have all been quite decent), and on another occasion, an otherwise well-presented 997 gen 2 decided to dump much of its coolant, fortunately after I had turned the engine off.

There is no doubt though that purchasing a used Porsche today is easier: more money, a far wider market and of course the internet have changed it for the better: the best dealers will make the buying experience a pleasurable occasion. But as in any transaction, keep in mind that *caveat emptor* still applies.



Specialist Porsche dealers have very much upped their game since our man, Fennelly, started following the market in the early 2000s

## 964 TURBO AND WHAT IT SHOULD HAVE BEEN

This spring marks the thirtieth anniversary of the 964 Turbo. Intended to use much of the technology of the 959, the 964 Turbo, type 965 which was to be marketed as the 969, was beset with development problems, notably trying to cool its 4-valve head. When he took up office in October 1988, newly headhunted engineering director, Ulrich Bez, wasted little time in scrapping the 969 project. But that left Porsche without a 911 Turbo in its range, an absence much remarked by the motoring press. 911 programme manager Fritz Bezner rescued the situation by proposing adaptation of the 2wd 964 to accept the turbocharged 3.3 unit. Upgrading the latter with the X33 power kit yielded 320bhp and a 168mph top speed and deemed sufficient. Accelerated development allowed the 964 Turbo to be launched just in time for the 1990 Geneva show. *Autocar* headlined the announcement 'Return of a Legend', although its perceptive commentator Peter Robinson did observe that after the high tech 959, the new 3.3 911 Turbo felt a distinctly stop gap effort, but

otherwise the new 911 was well received.

Some weeks after Geneva, Porsche invited motoring journalists to Le Mas d'Artigny, an impressive country house hotel situated in the hills above Nice and much favoured by manufacturers for launches. Alas, less than 24 hours before the hacks were due to convene, thieves broke into the Mas, blew open the safe and took the keys to the six 964 Turbos awaiting the journo. One Turbo was abandoned after the low lives crashed it nearby, but the other five disappeared and by the time the theft was discovered it was assumed the Turbos were well on their way to the badlands of Eastern Europe. Porsche responded magnificently to

this crisis and when the world's motoring correspondents arrived, six more gleaming 964 Turbos awaited them and events of the previous day a mere minor topic of conversation. Some months later the missing five Turbos were unearthed in a warehouse in Marseille.

That 'stop gap' 964 Turbo did better than Porsche expected: the company had originally hoped to sell 2000 of the 969 though profitability was very uncertain; Fritz Bezner calculated that if Zuffenhausen could build eight to ten cars a week, they would break even. Between 1990–93, Porsche ended up making 3800 Turbos in what turned out to be a distinctly profitable enterprise.



Far left: Type 965/969 is what the 964 Turbo should have been. Styling wise it looks like a cross between a 959 and the future 993. Left: The 964 Turbo that duly arrived was much more conventional



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# FRANKEL

Motoring hacks may bang on about the base model 911 Carrera being the best of the bunch, but that's because it really is, says Frankel, and the rest of us for that matter. Elsewhere, our man remembers nearly mowing a photographer down in a 924S and he hopes that the new Cayman/Boxster GTS treatment extends to a 992 GTS



ANDREW FRANKEL  
*The Porscheophile*

## IT'S TRUE: LESS REALLY IS MORE

**T**here is probably no phrase more hackneyed when applied to the subject matter that is the Porsche 911 than 'less is more', and I speak as an absolutely guilty party in this regard. But there's an inconvenient truth behind almost all clichés: they get that way because usually they are true. And for as long as I've been driving 911s to earn a living (which takes us back to, gulp, a 3.2 Carrera with a G50 gearbox), there's always been truth to the claim.

Now I'm not saying that all base spec 911s of the last 30 something years are the best of the lot and you'd be mad to buy anything else, because clearly that's ridiculous. But there is this strong sense I get with 911s that Porsche engineers one standard car until it is as good as they can possibly make it, and then everything else spins off from that. I'm sure it's nothing like that simple, but it would explain why the sweet spot so often seems to be way down in the cheap seats.

And the 992 is no different. Recently I spent a few days with Porsche's press Carrera, which is a mechanically standard car save Carrera S wheels (no Carrera wheels were available at the very early time of order) and sports pipes. So the usual bewildering Porsche acronym count – which can often be longer than the name of the car to which they are attached, is actually pleasingly modest. There are adaptive dampers because they are standard, and that's about it. No active roll bars, no four-wheel steer, no ceramic brakes, not very much of anything in fact.

How surprised would you be if I said they'd ruined it? Me too. They haven't. I did what I tend to do when there's a new 911

parked outside, and got up very early one morning and went off to the mountains. And while of course it could be quicker and could have more grip, I've never felt that either of those commodities was a particularly good indicator of driving pleasure in any given car. Where it is outstanding is how it feels.

To me the very particular charm of the 911 is how all its idiosyncratic parts somehow combine to make a unified whole. When I think back to that G50 Carrera, I remember the chainsaw sound of the engine and the incessant chatter through the steering and feeling that the two sensations, different though they were, somehow belonged together.

Now of course in these days of turbocharged motors and electrically assisted racks such characteristics are rather less accentuated, but the feeling that the entire car has been designed by one person, and that what you're experiencing are the various facets of his or her character has not. I know of no other model range from any other manufacturer that has a publicly named person in charge of it. There is no Mr Ferrari Pista, or Mrs Lamborghini Aventador. But there is a Mr Porsche 911. Until recently his name was August Achleitner and this car is his work. He has retired now and the new Mr 911 is Frank Walliser, hitherto the man in charge of Porsche Motorsport product and therefore, I guess, Mr GT3, too. One day it will be his job to introduce an electric 911, so he's clearly a very brave man.

But as last laughs go, Herr Achleitner's parting shot will go down in the history of the Porsche 911 as one of the finest, and the bog-standard Carrera among the best of the best.



When the base 911 Carrera looks this good and goes as good as it looks, you have to ask, why would you want more? Stupid question, and for those that do, Porsche has all the answers. The purists (AKA motoring journos) will stick here



## MAKING A RUN FOR IT

While I was thinking back to the start of my time in this racket and driving that G50-equipped 911 Carrera, I remembered the first Porsche I was ever actually allowed to write about. It was in *Autocar*, sometime in late 1988, and came from a time where my chances of achieving long term employment were so slight my editor refused to put my name on the staff list published in the magazine every week because, as he was good enough to say, 'I'd only have to take it out again.'

Even so, and I suspect because no one else including the office cleaner was available, I was sent out to do a twin test between a Porsche 924S and a Honda CRX. One of those David and Goliath comparisons that come into fashion every so often on car magazines.

To my shame, what I remember most about the car was its number plate. The Porsche press office had gone big on personal plates at the time, so alongside the already old and famous 911 HUL and OPR 911, it had bought some new and very specific plates, the one on 'my car' reading THE 924S. I could scarcely have been more impressed.

I took it down to an old WW2 disused airfield called Witchampton where there was a perimeter road and was introduced to the photographer whom I'd never met before. His name was Dougie Firth, he was an absolute legend in the industry at the time, a brilliant guitar player who always dressed in black from head to toe. He was also one of the nicest guys I ever worked with. So, when he asked me to drift said Porsche through what appeared to be quite a quick corner, I hadn't the heart or nerve to tell him the closest I'd ever come to drifting a car was handbrake turning my step-mother's Mini in a supermarket car park.

It didn't go well. I thought the way you drifted a car was simply to approach the corner going much too fast. And in a

technical sense I was entirely correct, insofar as the car did indeed immediately adopt a very extreme angle of attack. The only issue was I had no control over its trajectory from that point in, a trajectory that just happened to take in exactly where Dougie was standing, 300mm lens in hand.

What saved him was the fact he'd long since clocked the idea that I had no idea what I was doing and had already got his escape route planned. So, he was off, running through the field long before I even got near where he was standing. Even so, it was an uncomfortably close-run thing given what was at stake, and while he couldn't have been more understanding at the time, he later told someone else it was the first and only time in his illustrious career he'd had to run to avoid a journalist. And all I can say in my defence is that it remains the first and only time in my career I have made a photographer run.

And what of the 924S? I'm afraid I gave the nod to the Honda. From memory the thrust of my argument was that while the Porsche was far and away the more grown up of the two, when it came to driving pleasure there was insufficient distance between them to justify the 924S's huge price premium. And I'd probably stand by that verdict today. So at least I got one thing right.



After nearly running over a photographer, Frankel then declared the Honda CRX a better car than the 924S. He's probably right...

## A GTS WORTHY OF THE BADGE

You will probably know already that the 718 Cayman and Boxster GTS will come with the 4-litre flat-six motor from the GT4, albeit turned down a touch, but as I write this the news is still secret so forgive me for not having the specific figures to hand. (*We do. See the news pages in this issue. Ed.*) Now of course this is excellent news for those of us who have not been blind to the limitations of Porsche's unlovely flat-four and it makes perfect sense to me that it is retained for the entry level model because not everyone buys these cars to go fast.

But I'm just as happy for the sub brand that is the GTS name. For too long it has been applied to what may loosely be described as parts bin specials: normal cars laden with goodies for slightly less than it would have cost had you ticked every individual box yourself. Add a bit of Alcantara, some darkened headlights and

exhaust pipes, throw a few GTS badges around et voilà, a GTS you have. Or not as the case may be.

So, what I'm really hoping is that this policy now extends to the 992 as well and that when the GTS comes it has an identity of its own. To me the GTS has always had a clearly defined role, other than obviously to maintain interest in a model that's been on sale for a while. A GTS should be for those who either cannot afford, cannot get their hands upon or simply don't want a car as hardcore as a GT3, but still want a distinctive sporting 911. So, while the Turbo is the plutocrat's continent crusher, the GTS is the pragmatist enthusiast's every day weapon of choice.

The last GTS I drove that felt like such a distinct model came with the second generation of the 997 and it remains one of my favourite 911s of all time. With the 992, they could do it all over again, and I hope they do.



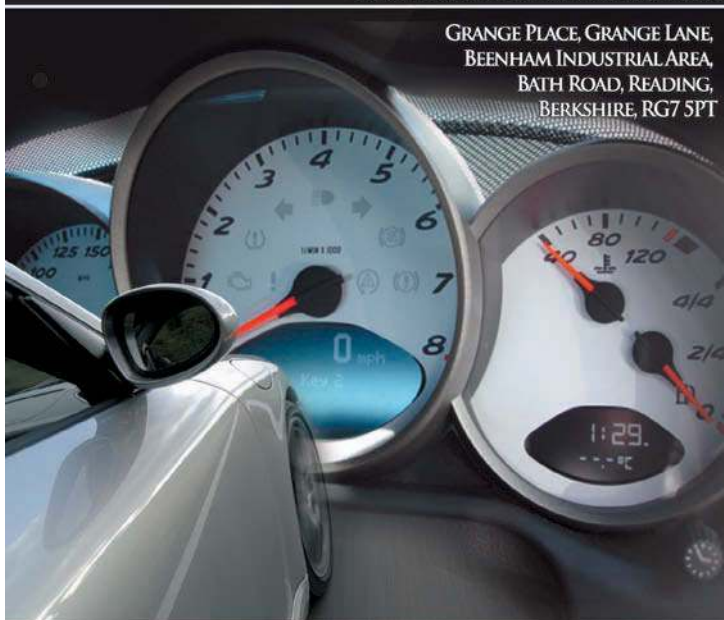
The new 718 Cayman/Boxster, with its 4-litre, flat-six, is truly worthy of the GTS badge. Let's hope any future 992 GTS is equally worthy



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# FULL CIRCLE

James Preston started his automotive journey with German-made vehicles before moving on to modified Fords. Now, almost two decades on, he's travelled full circle and is back behind the wheel of a German-built sports car

Words and photography: Paul Knight

**B**ack in the early '90s, James Preston secured himself an apprenticeship at a workshop by the name of German Engineering, which was based in Leigh-on-Sea, Essex. The business specialised mostly in VW and Porsche vehicles and worked closely with the likes of Richard King at Karmann Connection, which meant that James got to see some pretty interesting cars pass through the workshop. He commented, 'We also worked on some famous local VWs, including some multi-award winning show cars assembled by the likes of Bernard Newbury, whose coachtrimming business was just around the corner'. In the early '90s, German Engineering covered both air- and water-cooled VWs and practically all of the Porsches were classic air-cooled models at that point in time.

James explained, 'On my 19th birthday I was sent to collect a car from Karmann Connection, which was to be taken for an

MOT inspection and I couldn't believe my luck when Ritchie King handed me the keys to a freshly restored 356A cabriolet – talk about a birthday treat!' He continued, 'As I drove that car along Southend seafront I realised that this was the dream and I decided that one day I'd love to own something similar'.

## YOU CAN TAKE THE BOY OUT OF ESSEX...

The apprenticeship at German Engineering served James well as he soon became a dab hand with a spanner and, equally important, a hardcore petrolhead. Over time his attention turned to Dagenham's finest as he worked his way through a whole range of front- and rear-wheel drive Fords. 'I owned a Mk2 Escort Harrier, a Mk2 RS2000, a couple of Mk1 Mexicos, a series 1 Escort Turbo, a Sierra Cosworth and a customised Escort Turbo Cosworth pick-up truck', said James – a pretty impressive

collection, to say the least. All were nice cars and some were featured in magazines as James made quite a name for himself in the world of fast Fords.

But, as has almost become 'the norm' in *You and Yours* features recently, priorities changed as life went on and, fast forward to early 2019 and James was driving a mile-munching Mercedes for work and the fast Ford-era almost seemed like a lifetime ago. The good news is that James is now happily married to Toria and the couple have an 11-year old son, Finlee.

## RELIGHT MY FIRE

These days James works as an IT pre-sales manager and part of his job involves visiting various Porsche Centres around the country. Of course, walking into a Porsche dealership is always a treat, hence it didn't take long to rekindle this old-school Porsche fan's passion. After years of driving company cars, James decided that he'd at

James Preston re-discovered his love of Porsches with this 987 Boxster 2.7. The 'BMX' number plate is an homage to his love of BMX bikes





least look into the possibility of running a Porsche as his daily and was pleasantly surprised to find that there were plenty of good, used Boxsters on the market, and at affordable prices, too.

His first port of call was the forecourt of a local used car dealer where he'd spotted a 986 Boxster S, which he was able to 'try on for size'. He said, 'I liked the feel of the Boxster so I went away to do some Googling and discovered that purchase cost, running costs and reliability of a Boxster was on a par with the Mercedes I was driving'. He went on, 'With man-mathematics in hand and a sound argument for only having two seats, I convinced the missus that now was the time to buy a Porsche, if only to get the bug out of my system'.

James went on to look at a few cars before narrowing his search down to just the second-gen 987 Boxster range. He explained, 'I really like the front end of the 987 as the revised headlights give it much more a 997-look, which I'm a big fan of'.

OK, I'll put my neck on the line and throw it out there – a 44-year old guy buying a two-seater cabriolet Porsche is gonna have to get used to the inevitable 'mid-life crisis' jokes and comments. Fortunately, James has a great sense of humour and simply grins and brushes off such remarks, as he's more than happy with his latest purchase. Call it what you like...what we see is a true car enthusiast who has worked hard to

It may be ubiquitous, but it's hard to argue with the simple silver/black roof combo of James's Boxster



“ I convinced the missus that now was the time to buy a Porsche, if only to get the bug out of my system ”

continue where he'd left off a few years back, albeit with a slightly different tack this time.

In the end, James found this tidy 2.7-litre 987, which looks great in silver with a black hood and black leather inside. It's a 2006 model and had 60k on the odometer when he picked it up and has been regularly serviced and maintained since new. Other than the xenon headlight pack it's essentially a stock car throughout and the good news is that it's proved to be perfectly reliable (not to mention a blast to drive) since he picked it up in May of 2019.

### BMX BOYS (HAVE A LOT OF FUN)

If you've already clocked the private plate, you'd be right in thinking that James is also a fan of BMX bikes. James explained, 'My other hobby is collecting and riding push bikes and I have everything from a 1930s race bike through to various mountain and

As with many 2.7 Boxsters, spec is quite basic, but then the simplicity is part of the appeal of these roadsters





road bikes plus a good number of BMX classics... Mongoose, Haro, Raleigh Burner, GT, Diamondback etc'. He went on, 'I guess the only downer is that I can't load them on the back of the Porsche when I head out for a cruise!'

Other than the Boxster, James currently owns a '71 VW Beetle project and a tidy '72 Bay window Camper. He explained, 'The Beetle had been dry-stored in a barn for 19 years prior to me purchasing it about four years ago – it's a really tidy car with great history, hence I'm looking forward to recommissioning it just as soon as I can free up some spare time. Luckily the Camper is in good order so we use that for family days out in the summer. It's not fast but it is lowered a little and has been painted in a '70s Porsche blue'.

At present, other than regular servicing and maintenance James has no plans to

modify or change anything about the Boxster as he's just enjoying every minute behind the wheel. James commented, 'Whether it's the sound of the flat-six on start up, cruising around town or thrashing up a

drive more valuable or collectable models).

Rain or shine, this Boxster is a bona fide daily driver and, whilst that might not work for everyone, the smile on James's face confirmed he wouldn't have it any other way.

The Boxster is James's daily driver, so he gets to really enjoy it

“ This car delivers theatre on a budget. It's the best car I've ever owned ”

slip road, this car delivers theatre on a budget – in short, it's probably the best car I've ever owned'. Having chatted with James while snapping these photographs it dawned on me that he is getting a lot more 'smiles per gallon' from his Boxster than other Porsche owners I could think of (i.e. those that rarely

We'll leave the closing words to James... 'Hey, it's a silver Porsche with a black soft top and, if you squint hard enough, you could argue that it kinda resembles the old 356A cabriolet I drove on my 19th birthday, which was where this whole journey began'... Happy days. **PW**

Below: James was a fast Ford fan for a good few years. Daytona Yellow Mexico on RS alloys is a beauty. Below: VW Camper is the family wagon for summer days out







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Words: Andrew Frankel Photography: Porsche AG

# TAYCAN HITS THE SWEET SPOT

The Taycan 4S might not be as crazy fast as the Turbo and Turbo S, but with nearly 500bhp, it's fast enough, and lighter and more responsive as a drivers' Porsche and potentially has more range. For us it's the pick of the three car range







Clearly I have no idea if you have yet travelled in an electric car, but my guess is that most will have. If so, and particularly if you've actually driven one, you will be familiar with the way they deliver whatever performance they possess. Namely, immediately.

You don't need some monster Tesla nor even a Porsche Taycan Turbo: a Nissan Leaf or even a Renault Zoe will do. For even these slowest of electric cars have an immediacy of response that no internal combustion engine – which must issue an instruction, deliver the right amount of fuel to the combustion chamber, ignite that fuel and expel the residue even if there are no lag inducing turbos with which to contend – can match. Briefly, even a Zoe can feel unexpectedly brisk.

'Brisk' is not a word you'll often see in the same sentence as Taycan Turbo S, unless its author is attempting to master the art of understatement. 'Mad', 'feral', 'lunatic' and 'I feel sick' are far more likely descriptors. Which rather begs the question: what's the point?

What is the point of making a car that through both the amount of performance it possesses and the delivery mechanism can actually make its occupants feel uncomfortable at best, unwell at worst? Would





you as an owner actually ever use it, and if the answer is 'no', then why spend a six figure sum on one, when five figures will buy you another Taycan that's still as fast as almost anyone alive could ever want?

anything less might indicate not that they actually chose the more affordable car but – horror of horrors – they could not afford the full fat version. And at which point life effectively ends.

in other words) cheaper than the Turbo S.

Of course this is not the same car only with less power, and there are certain goodies that are standard on the Turbo, and more on the Turbo S you might choose to option onto the 4S. But it is still a very well equipped car and one with twin electric motors, four-wheel drive, three chamber air suspension, active dampers and Porsche's unique 800 volt charging infrastructure. If you buy the big battery, which you absolutely should (a £4613 option that's not even standard on the Turbo), you'll drive a car with 498bhp almost all the time except when it's on overboost when it develops 563bhp. Enough to get it to 62mph in 4sec flat and on to 100mph in just 4.5sec more. And remember, this is the slow one.

When I first started learning about it, I

How fast do you want go? With nearly 500bhp, and 563bhp on overboost, the Taycan 4S might not be scary fast, but it's still disturbingly fast and a statement as to what electric power can do

Interior is clean and uncluttered. Steering, through chunky rim, is one of Porsche's best electro systems

## “ For everyone else, I'd like to commend the new Taycan 4S ”

Of course such questions have answers. Some people think scaring their friends, families and colleagues is funny. Others would only buy the top of the range car because they'd fear that being seen in

For everyone else, or at least those considering buying an electric Porsche, I'd like to commend the new Taycan 4S, which at £83,367 is £32k cheaper even than the Turbo and £55,000 (a whole other Porsche





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thought Porsche was playing games, producing one Taycan powertrain and just using software to produce three different outputs because, frankly, that's what I'd do. Which made me think that maybe if you really couldn't afford a Turbo S but really wanted one, you could take it to some back

Not that this is all bad news: the 4S will likely have the longer range, and while 2140kg might sound a lot of weight to carry, that's an enormous 165kg less than the Turbo weighs. Drive it and you can feel the difference. Something I think is a shame about the way

is lighter, the 4S has the best chassis of all. It's also far more in keeping with the level of available performance. The Turbos handle exceptionally well given their mass, but they gain speed so fast you spend a lot of time on the brakes, instinctively tapping a non-existent left-hand paddle for downshifts that aren't there. The 4S is better balanced: it doesn't accrue quite so much speed so there is less to lose. It allows you to establish a rhythm that helps the car flow down the road, which is the key to maintaining fast, comfortable progress in a heavy car.

And fast and comfortable it remains. In a day spent roaming around one of very few genuinely world class roads near Los Angeles, not once did I feel short-changed for not having the ultimate punch of the Turbos. On plenty of occasions, however, I marvelled at its poise and the accuracy and fluency of its steering. Also the Taycan's

Among the Taycan 4S's many attributes is its ride quality, which eclipses any other Porsche, the Panamera included

“ Not once did I feel short-changed for not having the Turbo ”

street whizzkid who'd patch in some new code and give you all 740bhp. I'm afraid not: The 4S has a smaller rear electric motor than either Turbo, and while it shares the Turbo's 300 amp front inverter, neither has the 600 amp unit used on the Turbo S.

the Taycan has been covered to date is that I feel too much attention has been paid to the way it performs in a straight line, with the result that too little emphasis has been placed on just what an extraordinary chassis this car possesses. And because it

Far left: As ever it's all about the range with an electric car. And the charging... Below: We'd take the 19s over the 20s, for added ride comfort







It's a fine looking machine the Taycan and makes the Panamera look rather bloated and redundant styling wise. Power wise, too, in time

ability to ride like no other Porsche has been inherited undiluted. In short this chassis trounces that of any other car – electric or otherwise – to which it might be compared, which rather obviously but somewhat inconveniently also includes the Panamera.

For me there's not that many options it's missing that I'd feel the need to include. The big battery, yes, four-wheel steering probably (also not standard on the Turbo) and maybe a Bose sound system, if not the ultimate Burmester stereo. But I don't think I'd even go for white caliper tungsten-coated discs, let alone ceramics. Standard Porsche brakes are always good enough, and remember, the Taycan can deliver the vast majority of its

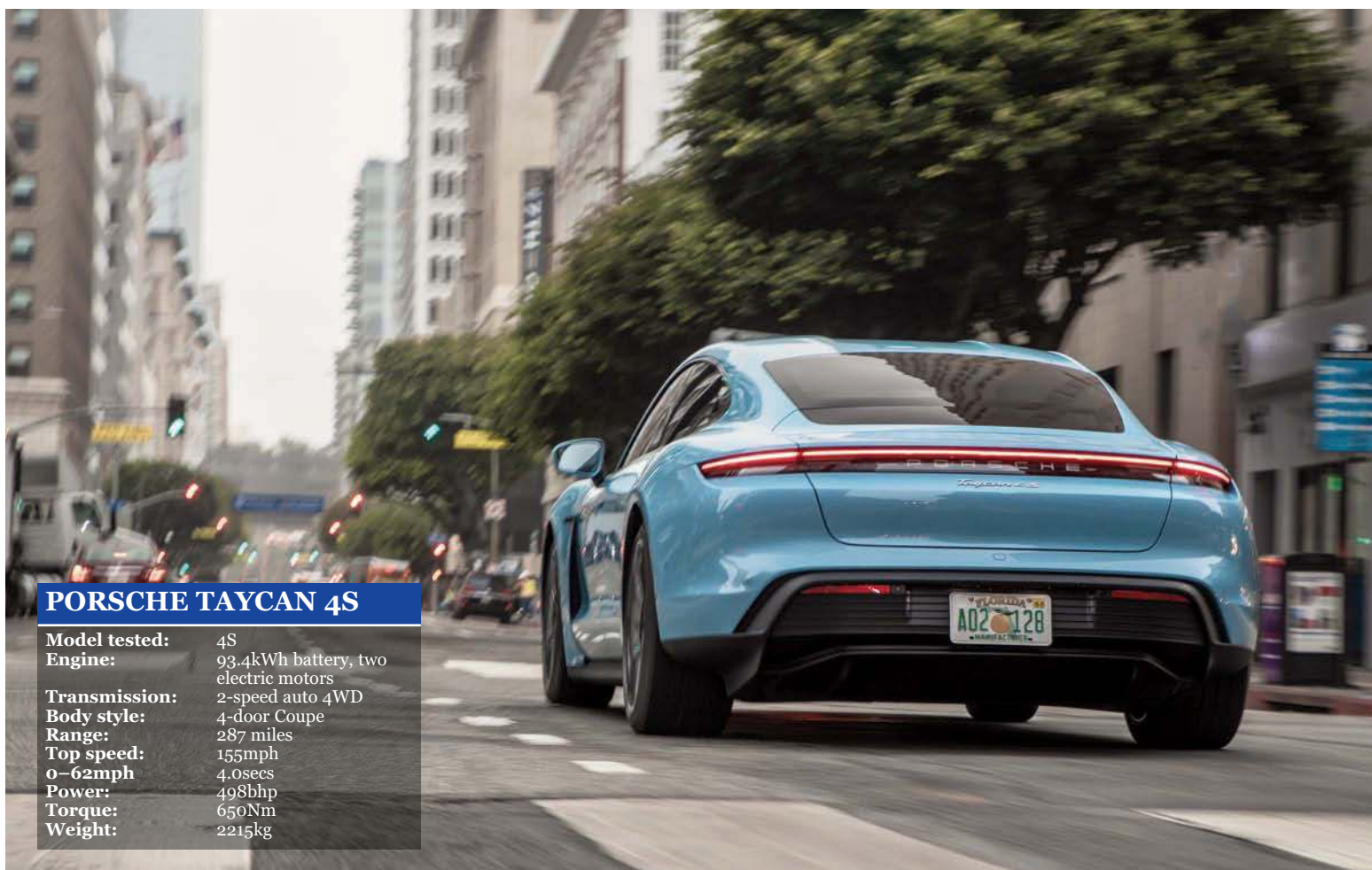
deceleration through regeneration, without troubling the actual brakes at all. I think the standard 19in rims can probably stay, too.

Of course the Taycan family is far from complete: the cod-SUV CrossTurismo version will go on sale next year and I still absolutely anticipate that the single motor, rear-wheel drive Taycan we know has been completely developed will make it to the marketplace. If it has half a Turbo S powertrain, it will still likely make near 400bhp, yet without all the electric motor, driveshafts and assorted support systems in the nose, and will surely be the first Taycan to tip the scales at less than two tonnes.

But for now, and having driven all three current models, I'd recommend the 4S over

its bigger brothers for all bar those obsessed with what they think others think about them. You get the same lovely shape, the same state of the art charging infrastructure and the same gorgeous and fabulously functional interior.


You may not like the idea of electric cars, and there are plenty of aspects of their ownership of which I remain to be convinced. But Porsche has pushed the envelope far further than anyone else and in the Taycan produced what is so easily the best electric car in the world that right now comparison to any other seems entirely pointless. Which makes the 4S the best of the best. And Porsche cannot be expected to do better than that. **PW**



## PORSCHE TAYCAN 4S


Model tested:	4S
Engine:	93.4kWh battery, two electric motors
Transmission:	2-speed auto 4WD
Body style:	4-door Coupe
Range:	287 miles
Top speed:	155mph
0–62mph:	4.0secs
Power:	498bhp
Torque:	650Nm
Weight:	2215kg





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**W**hy, when you've access to the cream of the Porsche crop to drive, would you pick a trio of antique, front-engined 924s? Here's the thing: we're at Porsche Centrum Gelderland, and proprietor Mark Wegh is helping us out with a complicated photoshoot. And, whilst he's generously offered us outings in anything from his extensive collection, including a 918 and 991 GT3 RS, it's a measure of its catholic diversity that he also harbours numerous vehicles of a less exalted, though no less exotic, status;

think VW Kübelwagen, a cross-section of Golf GTis, and half-a-dozen exotic coachbuilt '50s Volkswagen coupés. Plus, the largest collection of scale-model 356s ever assembled. So, it is an opportunity to reprise Porsche's early '80s front-engined opus, against a resolutely modern backdrop.

Before wheeling out three examples of the 924 – the standard 924, Turbo and Carrera GT – first, a little resume. By today's standards, these are dated cars; fit and finish of cabin furniture and switchgear is rooted in the 1970s, and gauges and switchgear are equally random.

# 924 NETHER NETHERLAND

Pootling the polder sideroads in a trio of 924s gives us a chance to see how they fare against a backdrop of more modern and exalted Porsches

Words: Johnny Tipler Photography: Simon Clay









But there's a solidity and robustness to them, even so. We're sufficiently familiar with the 924's genesis as a rejected Volkswagen project, brought to fruition and economic success by Porsche, based on design genius Harm Lagaaij's debutant renderings for Porsche in 1971. We get an authentic taste of that here.

The 924 was in production in several guises from 1976 to 1988, with over 150,000 units built. Of these, 11,616 were Turbos, 406 were Carrera GTs, and 16,669 were 924Ss.

Given the 924's prosaic VW-Audi derived EA831 2.0-litre power plant – albeit with redesigned cylinder head – enthusiasts were critical of performance, and Porsche management duly applied the firm's turbocharging expertise, and the 924 Turbo bridged the performance gap between regular 924 with 125bhp and the 204bhp 911SC. Launched for the 1979 model year

with 170bhp, the Turbo's power rose in 1981 to 177bhp. The spin-off 924 Carrera GT is the most rarefied of all Porsche's front-engined water-cooled models, so we'll dwell on its spec a little longer. It is also the version that's most at home amongst the sleek leviathans hereabouts – the hybrid Macans and Cayennes, silently, yet magisterially whistling around the PC Gelderland forecourt environs – because it oozes a purposeful attitude that the standard-bodied 924 and 924 Turbo don't do. By comparison, they merely look quaint, even serving to emphasise the constantly expanding gulf between ancient and modern.

The 924 Carrera GT was also the most exalted representative of the front-engined genre because it was a limited production model, as well as having a racing pedigree, recalling the marque's remarkable performance at Le Mans in 1980, when

three Carrera GTs finished 6th, 12th and 13th. Unveiled as a styling exercise at the Frankfurt show in September 1979, the 924 Carrera GT was launched in June 1980 against a backdrop of success at Le Mans – Jürgen Barth (the model's godfather) and Manfred Schurti came 6th overall, and the slant-nose 935 and mid-engined 936 were dominant. Visually, the Carrera GT stands out because of its plastic front wings and wheel spats, and the distinctive bonnet air duct. Its chief mechanical enhancement is the intercooler, which the ordinary 924 Turbo wasn't endowed with. The chassis was also stiffened and lightened. Two versions of the 924 Carrera GT were available: the road-legal production run of 406 units of the standard car, six of which were prototypes, and the GTR, based on the works Le Mans cars, which would metamorphose into the full-on GTR and GTS Rally competition cars in 1981.

From an era when BL was still building the MGB GT, the 924 looked very modern indeed in 1976. Still does today

Interior is more than functional. Seats and steering wheel also to be found in the contemporary 911. Below: It's not a VW van engine, OK? Fuel injection and 125bhp from 2-litres, was big news in the 1970s





**PORSCHE 924**

Model tested:	Porsche 924
Engine:	2.0-litre, four-cylinder
Transmission:	5-speed manual
Body style:	2+2 Coupe
Top speed:	125mph
0-62mph:	9.6secs
Power:	125bhp at 5800rpm
Torque:	122lb ft at 3500rpm
Weight:	1080kg







The Carrera GT uses the 924 Turbo engine, augmented by the air-to-air intercooler lying flat on top of the cam cover, and served by the dedicated air scoop. It develops 210bhp at 6000rpm, which may not be a wildly increased output, but the car derives its punch and its raw

glassfibre. Although the characteristic 924 Turbo vents in the front of the bonnet are retained, the Carrera GT has a single long horizontal slot at the base of the front spoiler. There's also a larger rear spoiler on the outer rim of the tailgate. It also uses an aluminium transaxle tube and lightweight

spacers at the rear. Wheels are forged five-spoke Fuchs, 7Jx15in shod with 215/60 VR15 tyres front and rear. The pugilistic appearance is rounded off by the flourish of Carrera graphics resplendent on the car's right-front wing.

In the cabin, still recognisably that of the 924 with its two-plus-two ergonomics, there are lightweight 911SC Sport seats, upholstered in black cloth with a red pinstripe. Thus, the Carrera GT tips the scales at just over 1000kg, undercutting the normal 924 Turbo by 181kg. This enables a top speed of 150mph and a 0–62mph (100kph) of 6.9 seconds. By comparison, the normal 924 Turbo produces 177bhp and makes 127mph tops, with 0–60mph coming up in 9.2 seconds.

Production of the 924 Turbo ceased in 1982 when the 944 with its 2.5-litre straight-four came out, and the same engine went on to power the 924 S that debuted in 1986. When VW abandoned the 2.0-litre engine block in 1984, Porsche placed the 944 engine into the standard 924, de-tuned it to 148bhp, upgraded the suspension,

The humble 924 was responsible for the launch and development of numerous spin-offs from the 924 Turbo and Carrera, to the 944 and finally the 968

“ The 924 was built from 1976 to 1988, with over 150,000 units made ”

character from a good power-to-weight ratio. This is achieved pragmatically by omitting superfluous sound-deadening, and swapping narrow steel front wings for broad-shouldered polyurethane and glassfibre composite panels, and trading the steel doors and bonnet for aluminium skins. The front spoiler, outer sills and rear wheel arch extensions are also in flexible polyurethane, reinforced with

suspension components in a firm-riding recipe that includes Bilstein dampers and stiffer springs. The Carrera GT sits 10mm lower than the 924 Turbo and 30mm lower than the standard 924. Wider wheels give the 924 Carrera GT a broader track than the 924 Turbo, which accounts for the need for bulbous wings and wheel arches in the first place. Track, both front and rear, measures 1477mm – including 21mm

Left: 924 script is wonderfully '70s in style. Below: Skinny 15in wheels and balloon profile tyres still make sense on broken roads like ours







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fitted tele-dial wheels and 944 brakes, and created the 924 S. A power increase in 1988 involving new pistons and higher compression ratio brought the 924 S onto a par with the 944, and in certain circumstances it could be the quicker car because of its narrower body and lighter weight. Both the 924 S and base-model 944 went out of production in 1989.

So, what of the actual cars that Mark has placed at our disposal? Two years ago, he generously shipped his very special 928 Club Sport to the Nürburgring for us to reunite it (by appointment) with its former keeper, racing god Hans Stuck (see 911&PW issue 283, October 2017). Mark has a personal take: 'Not everybody likes the 924, 928, 968; if they grew up with 911s, then the front-engined cars are a bit peculiar. You either hate them or you love them, or you can be indifferent to them, but,

in the end, I quite like them and I collect the more special ones – like a 928 CS, 924 Carrera GT, 968 Club Sport, 924 Turbo: always the special ones.'

Mark founded what quickly became OPC Porsche Centrum Gelderland 14 years ago, and it prospered in the flourishing northern European economy – to the extent that he sold 1482 Porsches last year – new, used and classic – and, by the time we visited in mid-January 2020, he had already delivered 140 new cars, just in the New Year. The business consists of Porsche Centrum Gelderland and Porsche Classic Centre Gelderland, and in reality, it's divided into two: the modern and used car sales in one building, and classic sales, maintenance and restoration in the other. A brand-new third facility with 36 lifts will open in October on an adjacent site. 'We have 150 used cars in stock, and always between 90 and

100 new cars in stock,' he reveals. 'We average 30 new, used and classic cars a week, and at this moment we're selling a lot of Cayenne, the 992 is always a runner, and we do a lot of Macan and Panamera as well. We sell 50 Boxster and Cayman a year, so it's not the biggest market, but it is stable.'

Here's Mark's take on his front-engined trio. I've already noticed that the black Carrera GT has a small brass plaque beside the gear lever indicating that it belonged to celebrated veteran Dutch concessionaire, Ben Pon. 'There were 406 of these built,' affirms Mark, 'and there are five in the Netherlands. Sure, Ben Pon, who died a few months ago, this is his old car. At that time, in 1980, the 924 Carrera GT was more expensive than a 911SC, and what will you decide to buy, a 924 Carrera GT or a 911? I think I'm going to buy the 911. For

**Tartan trim in 924 Turbo is straight out of Porsche's '70s range of interior options. You could also have had blue or green. Fortunately Tipler (below), forgot his tartan strides...**





## PORSCHE 924 TURBO

<b>Model tested:</b>	Porsche 924 Turbo
<b>Engine:</b>	2.0-litre, four-cylinder, turbocharged
<b>Transmission:</b>	5-speed manual
<b>Body style:</b>	2+2 Coupe
<b>Top speed:</b>	143mph
<b>0-62mph</b>	7.7secs
<b>Power:</b>	177bhp at 5500rpm
<b>Torque:</b>	184lb ft at 3500rpm
<b>Weight:</b>	1180kg



The 924 Turbo was a seriously quick car for its day, with 177bhp available and a top-speed getting on for 150mph. Various cooling vents and NACA duct on bonnet hinted at something quite special

me, it's not so exciting; it's a very competent car, but it's not a thrill car like a 911 is. The first front-engined car I had was also a 924 Carrera GT, a silver one, also an original Dutch car, but after Ben Pon died I could buy his car so I sold the silver one. Ben Pon was very sporting, and he liked this car very much.'

It was largely the interior that attracted Mark to the silver 924 Turbo. 'It's low mileage, and I like the cabin with the Scottish tartan upholstery. At that time the Turbo was very cheap to buy, and it's a nice car to have in the model line-up. It was in

good shape to start with; you don't buy a car when you know the restoration will cost more than the value of the car!'

And the smart blue car? 'I also have the standard 924; it's an original Dutch car with 80,000km, just one owner, and always maintained by a Porsche dealer, rather than by a specialist. It's a very cheap car as far as the value is concerned, but I like the history. I like the basic model, I like this colour, and it was in good condition, not rusty like a lot of 924s are, so it fitted in my collection.'

All his cars get an airing now and again,

perhaps to attend an event or simply for an outing. 'Last year, there was a lot of front-engined action for Porsche worldwide, and I used the cars a lot on events here and in Europe. I also use them to show people that we also like that kind of car, and if they have one and they need maintenance they can bring it to us. Here, in my classic workshop, we have several 928s in maintenance, and I think we are the only Porsche dealer in Holland who does that. These are specialised cars now, so you must also have the know-how to maintain them, but you must do it with your heart.





## SHOOTING BREAK

Estate car conversions on sports cars have no business here, you might think, though there have been a few decent cases where GT-style tailgates have been grafted onto unsuspecting roadsters. Remember the Triumph TR4 Dove, Reliant Scimitar GTE, Volvo 1800ES and the Sunbeam Harrington Alpine; or the Aston Martin DB6, and the Jensen-Healey GT, Gilbern Invader GTE and the Jaguar XJS Lynx Eventer?

Porsche was not oblivious either, and in 1984, Dr Ferry Porsche was presented with a one-off 928 S station-wagon for his birthday, which is on display in the factory museum. What we have here is the 924 DP Motorsport Cargo, produced in 1980. While DP Motorsport is best known for its renditions of the 930 in slant-nose 935 guise, proprietor Ekkehard Zimmermann created nine estate cars based on the 924 Turbo and 944,

between 1980 and '88.

Founded in 1973, DP Motorsport (Design und Plastik) is now run by Ekkehard's son Patrick, prototyping bodyshells for racecars and specialists. As well as the 935's 1979 Le Mans win, DP Motorsport milestones include the Kremer K4, Kremer CK5 Group C car, the DP 935 II, a road-going 962 in 1991, and the twin-turbo 996 DP5 of 2005.

Each 924 DP Cargo took around four months to build in their Overath workshops, and that also included fabricating the cabin upholstery in-house. The front and rear wings, valances and tailgate are all polyurethane, while the doors and bonnet are steel. The rear roof panel and tailgate section is mounted on a steel subframe with corners braced across the angles, and welded onto the base 924 shell.

This DP Motorsport built DP Cargo is based on a 924, despite 944 Turbo style front apron

The styling definitely works, particularly on deep dish, 15in Fuchs





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The guys who maintain these cars have quite a history of having worked on them when they were current.'

I ask him to summarise the threesome. 'Well, obviously you're looking at three

world in general does not really perceive it like that.' As for purchasers in the Netherlands, Mark perceives that, 'younger people make their entry into the Porsche world with a car costing under 10,000 Euros,

canal-side backroads are narrow and not that empty. Still, they provide a location for my refresher course in neutral handling. A couple of years ago I drove Mark's 997 Sport Classic and 991 R along these very roads, and there's a marked difference in the alacrity of travel: you'd expect nothing less, though somehow in the summertime there was an ease about the blithe breeziness of the modern icons, compared with the more laboured and workaday progress of the current threesome. Would it be fairer to do a back to back with contemporary '80s 911s? Maybe, but that would be missing the point, which is how these front-engined coupes stack up, 30 and 40 years on.

No Dutch courage needed. I start with the silver 924 Turbo. The seating position feels peculiar today, and can't have been that ergonomically happy when the car was

924 Carrera GT got deep sports seats and later four-spoke wheel from 911. Prominent gear shifter, linked to a dog-leg gearbox

“ The 924 is 100% a real Porsche, but the world does not see it like that ”

levels of performance, trim and cost, aren't you? Normal, expensive, and very expensive! The 924 is still very much an entry level into Porsche classic life, but it doesn't have the same feeling of entry into Porsche life as a 911 does. Of course, the 924 is always 100% a real Porsche, but the

and you can buy a 924 for under 10,000 Euros. Sure, you can also buy a Boxster for that money, so it must then come down to the styling, the feeling it brings, but it's whatever appeals to your taste.'

Time to streak the straat! Or dawdle the dyke, more like, because around here, the

Big bonnet scoop, wide arches, Carrera script and Fuchs wheels really made the 924 Carrera GT stand out





## 924 CARRERA GT

Model tested:	924 Carrera GT
Engine:	2.0-litre, four-cylinder, turbo charged
Transmission:	5-speed manual
Body style:	2+2 Coupe
Top speed:	149mph
0-62mph:	6.9secs
Power:	210bhp at 6000rpm
Torque:	207lb ft at 3500rpm
Weight:	1180kg



## CONTACT

Mark Wegh and his staff at Porsche Centrum Gelderland for hospitality and letting us loose in the 924 trio.  
[porschezentrum gelderland.nl](http://porschezentrum gelderland.nl)

Also, thanks to Eurotunnel for swift and unfettered transit under the Channel aboard the Shuttle.  
[eurotunnel.com/uk](http://eurotunnel.com/uk)

924 Carrera GT looks aggressive. Scoops, bulges and wide arches serve motorsport homologation purpose

new. The steering column is not adjustable, and although the seat is low-slung in the cabin, I'm in a splayed-leg position with wheel rim on thighs and hat touching sun visor! The pedal position also takes a moment to acclimatise to, and there are one or two other controls to figure out, such as the dog-leg 1st gear, and the handbrake being to the left of the driver's seat. The view ahead is interrupted by the pop-up headlights that seem almost comical today, though plenty of sports-GTs sported them back in the day: from Lamborghini Miura and Ferrari Daytona to Chevrolet Corvette and a raft of Lotuses, for instance.

The 924 Turbo's acceleration is reasonably swift, though not spectacular, even when the turbo kicks in. Revving it hard through the gears certainly manifests a decent turn of speed, accompanied by pretty neutral handling. There's plenty of torque, pulling from quite low down in 3rd gear, and once it's warmed up there's a nice whirr from the exhaust. It's fluent

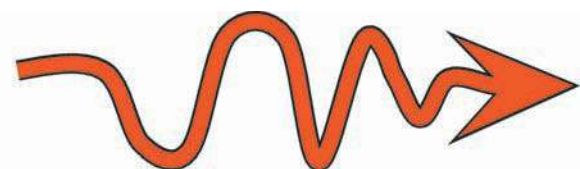
enough through the bends, taken in 3rd and 4th. The brakes are a bit spongy, though of course it's a 40-year old car. It's swishing and swaying along quite nicely, and turn-in is progressive through the twistier sections. There's no power steering, so I'm hauling on the wheel to make it go around tighter corners, and especially when turning it around for snapper Simon. At speed, the steering is accurate and the handling absolutely neutral, with no inclination towards oversteer or understeer. It's a decent ride, if on the bouncy side. It's hard not to view it as rather unsophisticated.

The Carrera GT is a livelier proposition. I've driven a few over the years, in environments more conducive to aggressive motoring than the dyke tops, so I do know their capabilities. Nonetheless, when the turbo spools up it's smooth, and after 3000rpm it pulls strongly. There's so much torque available that you can almost get away with treating it like a four-speed and forget about 1st, although 2nd is sometimes

difficult to find. Handling is neutral, with a hint of understeer, though the brakes are the weakest link; they just feel like early 1980s brakes and, although they do the job, they don't exactly match the car's performance potential.

Finally, it's the turn of the blue 924. Being the standard model, it's the most moderate of the trinity, yet goes about its business with an endearing efficiency and competence, and I can quite see why Mark embraced it into his collection. It doesn't have the lunge of its siblings, but it's solid, not stolid, and it's plain and unfussy. All three 924s are driver-friendly and amenable. They're certainly not over-powered, and handling is adequately compliant in the context of a car from the early '80s. Rather than yearn for the panache of a 911, you have to view the 924 breed as a character in its own right. Of the three, the base 924 is the one I'd have and, given a modest budget, I wouldn't even need to ask you to go Dutch. **PW**





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Exhaust • 23,125 miles • 2015 (65)

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#### 911 Carrera 2 (991)

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

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#### 911 Carrera 4 S (997 GEN II)

Basalt Black • Black Leather Seats  
PDK Gearbox • 19" Turbo Wheels  
Touchscreen Satellite Navigation  
43,678 miles • 2009 (59)

£43,995



#### Cayman S (981)

Carrera White • Black Leather Seats  
PDK Gearbox • 19" Carrera S III Wheels  
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# TOP-DOWN THEORY

Traditionally the quintessential poseur's Porsches, the latest Spyder and Speedster have taken a decided step into the hardcore realm – and are all the better for it

Words: Dan Trent

Photography: Porsche/Richard Pardon





Imagine the idealised environment for enjoying pared-back convertible Porsches like the 718 Spyder and 911 Speedster and you'll likely be picturing some sun-drenched Californian highway, not a windswept and wintry Northumbrian moor. Especially one with the first dustings of snow on the verges and cold Tarmac with a layer of moisture reflecting in the sheen of a moonlit night.

Credit to Porsche for letting these two rarefied beasts out on such an evening then, especially ones with such unashamedly hardcore ambitions and sporting rubber more suited to that idealised Californian climate. No matter, the whole point of these cars is to enjoy a more

sensory rich version of the experience you get in their coupe equivalents. And if that includes lower grip levels and more accessible speeds at which to enjoy their talents, then all the better.

Inspiration for this location is the region's status as a 'dark sky' area, craved by stargazers seeking a view of the night sky uncorrupted by urban light pollution. Roof down in a convertible Porsche at zero degrees is an already bracing experience. But in an age where Porsche celebrates its latest 911 as 'more digital' while moving inexorably towards hybridisation and electrification the chance to drive these cars is even more refreshing than a blast of cold Northumbrian air.

Like the GT4 on which it is based, the 718 Spyder ditches the controversial (and unfairly maligned) four-cylinder turbo motors used in other Boxsters for a bespoke, high-revving and conspicuously naturally-aspirated 4.0-litre six derived from the twin-turbo motor used in the 992. The capacity may be the same as the GT3-spec unit in the Speedster but the hierarchy has been strictly enforced and it's not the full GT-spec, in keeping with the previous Cayman GT4 and Boxster Spyder and their adoption of a Carrera S motor.

There's little need to feel short-changed though. GT3s are six-figure exotica while the GT4 and Spyder cost less than a base Carrera, yet are fitted with a unique







naturally-aspirated engine that revs to 8000rpm and demands you use most of them to get the full 420hp. Peak torque of 310lb ft doesn't come until 5000rpm either, this and the 13:1 compression ratio all pointing to the sense Porsche has taken the torquey, turbocharged 992 engine and transformed it into a proper hot-rodded screamer. It's got all the latest tech, too, including piezo injectors, cylinder shut off and other efficiency-improving measures. But it's clear where the priorities lie.

The chassis in this new Spyder is also proper stuff and – for the first time – identical to that in the GT4. Meaning GT3 control arms and subframes, rigid mounts to the body and inverted coilovers all round, all with PASM and a 30mm drop in ride height compared with other 718s. Further evidence the new Spyder has evolved from fine weather runabout to serious GT-level contender is backed up by the underbody

aero, functioning rear diffuser and new exhaust system with a single, saddle-shaped rear silencer incorporated into the aero. While it doesn't have the big wing of the GT4 the Spyder gets half its negative lift from the diffuser, this and the pop-up rear wing meaning it's the first Boxster model ever to have proper downforce. Up front it gets the same front bumper as the GT4, too, including the splitter and 'air curtains' to tidy up turbulence along the sides of the car.

Make no mistake, as nice as the original 987 version was the 718 Spyder is much, much more than a lightweight Boxster with a novelty roof. This is a properly engineered, Weissach-developed GT car and distinct enough from the rest of the 718 range to be considered a standalone model in its own right. Frankly, at £73,405 it looks like something of a bargain on paper, with or without the two-grand saving over a GT4.

Turns out it's not bad on the road, either.

With the roof raised it has a rakish look that sets it apart from regular Boxsters, though stowing it is a multi-stage process that takes a bit more time. It's a proper, power-operated hood though, unlike the speed-restricted 'shower cap' of the original. And, once stowed, the full glory of the Spyder's lines are there to be admired. It looks properly butch, thanks to the GT4-spec front end and the wider suspension it contains. It's the same from the back, too, the prominent diffuser and two fat exhausts confirming the renewed intent. Porsche may say the Spyder is intended as the more road-oriented product out of this and the GT4. And it's a more stylish machine against the Cayman's brutal, race car inspired look. But it's more than a styling exercise with a nice motor, as the previous 981 version could be considered.

Criticisms of modern Porsches are few

Make no mistake, the Boxster Spyder is rather more than just a styling exercise. Underneath, it features true Porsche Motorsport underpinnings

Below left: "It was very cold," says Dan. "Boo, hoo," say the rest of us, jealous at having missed out





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and far between, though isolation from the more visceral side of their natures is a valid one. And this is where the Spyder scores an immediate hit. Even with the particulate filters now required to hit emissions targets the engine fires with the unmistakable sound of a souped-up flat-six, the chuntering idle more obvious with the roof down than it would be in the GT4. And this

to be a blast of ice-cold moorland air to make you feel that either – just the sensation of being out in the open is enough to make the Spyder more of an experience. And what an experience.

From the moment you slot the stumpy little lever into first and pull away you know you're in for an absolute treat. And any fears Porsche had forgotten its roots as a

found in modern machinery.

Because this is now a proper GT model you're freed from the gimmickry of driver modes and all the rest, too, your major set-up options confined to damper mode and the familiar two-stage rein loosening of ESC off, Traction Control on or everything off. Hallelujah, you also have a simple toggle to turn the auto blip function on or off as you please, too, unlike regular models where you have to fully disable the stability control if you want to do your own heel and toe in sportier driver modes. No nonsense, no distractions, just a subtle nod that the car requires no garnish or gimmickry for you to appreciate its flavour.

Given its peaky figures you might expect the engine to demand revs to get the Spyder moving. But the extra capacity gives it the lungs to haul from pretty much anywhere in the rev range without hesitation. True, there's not the huge mid-range eruption you get from the turbo engines. But the binary cam switch in previous naturally-aspirated Porsche engines isn't there, the 4.0 pulling smoothly with conviction before a more progressive shift in character toward the more fearsome end of its power delivery. That this comes

You can tell a lot by a car's stance and the 718 Spyder, with its wheels tucked into the arches, and its wider rear track and hint of negative camber, oozes purpose and cornering ability

“ The whole car feels tense and tightly coiled, brimming with focus ”

sensory connection with the sounds, the smells and the sense of speed all add up to an experience quantifiably more intense, even if the numbers at which you get that hit are – relatively – modest.

That's important. Because modern Porsches are just so damned fast and so damned accomplished the sensation of speed is often difficult to tap into, at least at the rate at which you can responsibly cover ground on the public road. It doesn't have

builder of proper sports cars can be parked.

The engine's Carrera roots mean it's a little less hairtrigger at low speeds than a GT3 engine, making it more driveable and flexible. But it still gargles exotically and the response to the throttle is sharper and more natural than any of the turbocharged engines in the 718 or 911, no matter how impressive they may be on this score. The whole car feels tense and tightly coiled, brimming with a focused intensity rarely







### 718 SPYDER

<b>Model tested:</b>	718 Spyder
<b>Engine:</b>	4.0-litre flat six
<b>Transmission:</b>	6-speed manual
<b>Body style:</b>	2-seat convertible
<b>Top speed:</b>	187mph
<b>0-62mph</b>	4.4 secs
<b>Power:</b>	444bhp at 7600rpm
<b>Torque:</b>	309lb ft at 5000-6800rpm
<b>Weight:</b>	1420kg

### 911 SPEEDSTER

<b>Model tested:</b>	911 Speedster
<b>Engine:</b>	4.0-litre flat six
<b>Transmission:</b>	6-speed manual
<b>Body style:</b>	2+2 Spyder
<b>Top speed:</b>	192mph
<b>0-62mph</b>	4.0 secs
<b>Power:</b>	510bhp at 8400rpm
<b>Torque:</b>	347lb ft at 5000-6800rpm
<b>Weight:</b>	1465kg





with a corresponding increase in slipstream and truly fabulous six-cylinder howl is what makes the Spyder experience so special.

Making it more of a shame Porsche didn't have the courage of its convictions and lower the gearing. It's a consistent complaint but one the Spyder could have addressed, leaving the GT4 as the uncompromised speed merchant chasing top speeds and lap-times. Some closely stacked 'canyon' gearing like that offered by Sharkwerks for the previous GT4 would have really set the Spyder apart in character but, yet again, you're too often frustrated by inability to really let rip in anything beyond third. With the engine's flexibility that's all you really need on the road. But given how delightful it is to shift around the 'box, dance on the pedals and work that glorious engine it's a constant annoyance to have to back out of it just as things are getting fun.

That it's about the only real complaint just magnifies the frustration, given the rest is

utterly inspirational. Because the Boxster was always designed as an open top car there's an obvious lack of any shudder or flex, even with the burly suspension settings. If lacking in feel there's little to fault the weight or precision of the steering either, the positivity of the front end and mid-engined balance meaning it dives for the corners with none of the front-end push you get in 911s. Where the 987 Spyder was a true lightweight and around 80kg leaner than a regular Boxster, this Spyder weighs the same as a GT4, but it still has a wonderful sense of agility and playfulness.

It's a proper piece of kit, too, stability control settings GT figurehead Andreas Preuninger has previously described as a 'loose bungee' very much in evidence as the GT4-spec Ultra High Performance rubber slides across the cold Northumbrian Tarmac. It's not what you'd call a handful, given any loss of grip or traction is clearly announced through the controls. But on a day like this you need to be respectful of

the throttle and ready with the corrections if you're committing to an enthusiastic pace. Which is how it should be.

Having experienced all this on some truly inspirational roads it would be easy to consider the 718 Spyder as not merely one of the best modern Porsches but, potentially, one of the best open top sports cars on the market at any price. How, possibly, could the experience be any better? Step forward the 911 Speedster, with an even bigger point to prove than it might otherwise have had.

Speedster is not a badge Porsche uses lightly of course. The historical link to the original 356 Roadster and a production figure of 1948 in reference to its vintage is obvious enough, likewise the knowledge the 911s that have carried this designation have always been among the most exclusive and desirable.

Given the regular 991 and 992 Cabriolet models have gained more than a hint of Speedster in their roofline, Porsche has

Can the 911 Speedster really be worth nearly three times as much as the 718 Spyder? Well apparently so, and it's all down to its screaming, 9000rpm redlining, 510bhp engine

Below left: It's manual only for both the Spyder and Speedster. Below: Hot Wheels inspired red rimmed wheels and monster six-pot calipers





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been forced to go the extra mile in creating a distinctive vibe for a model that will be considered a swansong for the 991 era. Certainly, a degree of commitment from owners in the roof action is as much a Speedster trademark as humped fairings on the rear deck. And is delivered here with an arc of fabric secured on each side that releases and pulls back when you press the button to unlatch the mechanism. You then have to get out and lift the giant carbon-fibre rear deck – the biggest such component Porsche has ever made – before manually stashing the hood. To be honest it's as much kerbside theatre as anything and validation for owners that the Speedster is something rather more special than a regular soft-top 911. Just without the pain of stretched canvas and recalcitrant poppers.

And where regular Cabriolets typically suffer from that hunchbacked visual imbalance the Speedster manages to look a lot sleeker and more special. If you want to really go to town there is (or, more accurately, was) the option of a £15,302

Heritage Design pack with a distinctly Magnus Walker-esque retro livery and numbers on the side. Fun if you want that but even in a 'regular' Guards Red the Speedster doesn't struggle to look special.

Consider it a 'best of' compilation of all the good stuff from the 911 R, second-generation GT3 and GT3 Touring and you're most of the way there. So, there's a GT3-inspired front end, carbon front boot lid and 911 R carbon wings, a GT3 Touring rear apron and extendable spoiler and, under it all, a 510hp version of the 9000rpm screamer. That Porsche has adapted the engine to new emissions rules – particulate filters and all – with an extra 10hp on top is a nice touch, revisions to the intake system and throttle bodies intended to improve response further. Not that anyone was complaining on that score.

So it looks special. And it has that cachet of exclusivity collectors will flock to. Does it actually offer anything meaningfully different in the driving experience though? And can it possibly justify a price three times that of

the 718 Spyder?

Hell, yeah.

This engine has never struggled in the charisma stakes in any previous application. But this is the first chance we've had to enjoy it in the open air and, even with the particulate filters, that's a very, very special experience. If the Spyder's engine is impressive this is another level and almost worth the extra cost on its own. The sheer savagery of its buzz-saw response is breathtaking, the way it rips apart the cold air even at a standstill giving you goosebumps even if the ambient temperature hasn't already.

As per the Spyder, if there's been one criticism of the recent GT3 era it's been the disconnect between what the car can deliver and how much of that you can appreciate on the road. Turns out chopping the roof off is all it takes to re-establish that vital emotional connection and make the car fun to drive at vaguely sensible speeds.

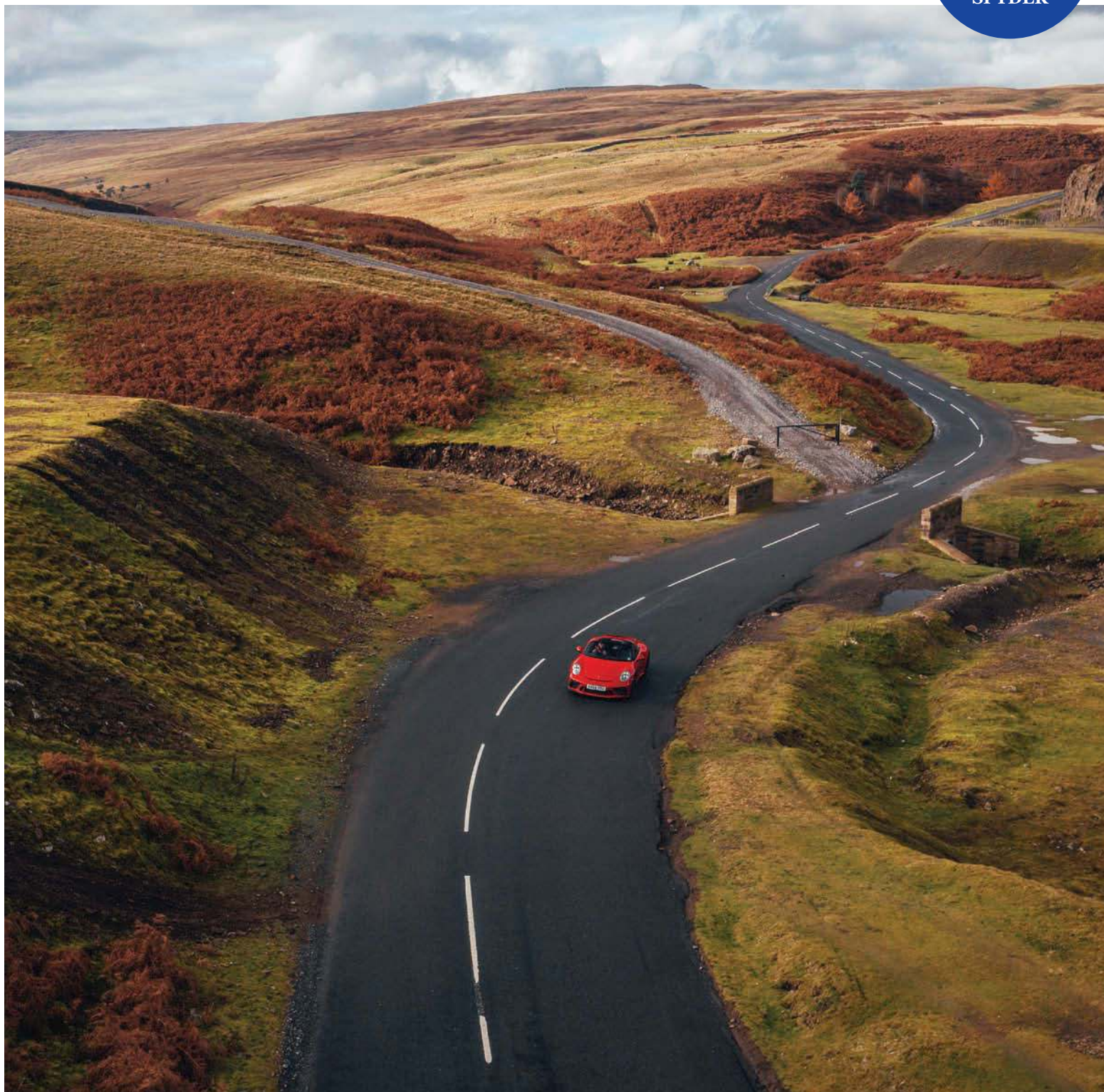
Basically, take everything you already understood to be amazing about the GT3,

As discussed in the news pages of this very issue, part of the success of the 991 model 911 is the sheer range of variants that it has given range to, the last and arguably the wildest being the Speedster

Below: Speedster humps effectively turn the Speedster into a two-seater







Speedster in Northumberland equals epic car on epic roads

the R and the Touring and multiply it. Air cold enough to take your breath away on its own adds to the intensity. But the way this car responds, and its insistence on the driver applying themselves to precise inputs to pedals, wheel and shifter, are all stand-out qualities.

Opportunities to extend the 4.0-litre to its wild 9000rpm redline are rare. But the shriek when you do so is properly exhilarating, likewise the sheer power of its response. In most situations you're clammy palmed by 6000rpm. Applying yourself to go 3000rpm beyond that demands proper commitment, the instantaneous pick-up in the throttle at any speed about as exciting as anything you'll experience at any price.

Driving this car demands full attention, the speed with which revs rise or fall demanding total precision in your gear changes if you're not falling back on the auto blip. Sounds harsh but the Spyder's engine feels like a

tractor motor in comparison. But that's what it should be about, the lack of slack in steering, shift and pedals all contributing to the intensity of the experience. The Speedster is actually 50-odd kilos heavier than the GT3 Touring but still manages to feel as agile as a car half its size and mass, thanks to the urgency of the responses and seamless integration of the rear-axle steering. It still takes up a lot of road but you feel confident to push hard all the same.

On cold, wet Tarmac it moves around a lot, especially in the stiffer damper setting. Push too hard and the front end skates on like an old-fashioned 911; dust off your old-school techniques, weight up the front tyres by trailing the brakes or adopt a slow in and (very) fast out approach and the Speedster rewards in kind, with an honest, mechanical connection between your inputs and the spectacular outputs. Supply and demand mean values are already stratospheric but,

when all's said and done, it's a car for driving and is in its comfort zone being given a proper work out. You hope a few collectors and speculators feel inspired to do so and Speedsters see more than air-conditioned garages and golf lawn car shows.

While it might be tempting to write both these cars off as mere poseur's trinkets there's an intensity and rawness in their driving style that comes as a pleasant surprise. Nobody needs to be driving around on a winter's day in an open top car in this day and age. That you'd feel inspired to do so by both of these cars – no matter how cold it might be – is testament to the involvement they offer and how that simple rush of air over your head can transform an already amazing driving experience into something extraordinary. If just a fraction of that can be maintained in the 'mainstream' range Porsche fans of all hues will have something to smile about. **PW**



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# CREAM OF THE CROP

David Lane's resto-mod 911E shows even a part-built project car is no easy route to the classic Porsche you've always wanted. Sometimes it's exactly the opposite

Words: Alex Grant Photography: Andy Tipping











**S**tripped of every kilo and creature comfort that mutes the mechanical parts underneath, track-focused builds offer perhaps the purest, straight-to-the-vein driving experience of any performance car. It's easy to see the appeal in theory, but that raw aggression is rarely as welcome during the 350-plus days it's not on glass-smooth circuit Tarmac. Tip the balance close to race spec and the novelty wears off pretty quickly – an experience David Lane admits he went through with his first taste of classic Porsche ownership.

"I remember it looked badass in the pictures," he tells us, recalling a trip into London to collect this '70 911E from a downsizing collector. "This guy had made it into a cheap track car, back when you could pick these up for like five grand. But it was so loud that I was blocking my ears with my hands driving up the M1 in

blistering heat, and the clutch was incredibly tough. The full roll cage meant I couldn't wind the windows down, and none of the vents worked as they'd been blocked off. I didn't want any of that, I just wanted to be able to enjoy it."

On paper, at least, this had seemed like a solid purchase. The 911 had retained its factory long-hood but gained Turbo arches and a 993 engine at some point in its life, with coilover suspension and a fully caged, stripped-out interior. He'd expected a contrast to the muted modernity of the Audi R8 he'd sold to buy it, but it suddenly felt like a mountain had appeared between him and the authentic classic 911 experience he wanted from the start.

"I left it on the driveway for a couple of weeks after I got it home," he continues. "When my wife asked me to move the car, I found it was easier to let the handbrake off and push it than it was to climb in through

the roll cage, squeeze into the tiny bucket seat and knock the hell out of my ears reversing out. It could upset the neighbours, and they're bloody miles away. That's how loud it was."

Luckily David has a taste for big projects. Born in South Africa, he moved to the UK as a management consultant before setting up a business restoring old houses, finally moving on to classic cars in the mid-2010s building a Porsche 550 Spyder replica. Today, Workshop Seventy7 is taking on projects from all over the world, and Oshe Design (pronounced 'osher', after the African god of thunder) is the part of the business that handles the bare-metal resto-mod builds – the Sypder was 01, and this is 02. So it's not the first project he's taken on, but this off-white coupe was instrumental in forming relationships that brought the business to life.

Living in Northampton, Silverstone and a

You're probably thinking 964 backdate, or similar, but actually David's car is based on a 911E shell. The colour is bespoke, a sort of porcelain created from mixing a dash of yellow with Porsche Stone Grey

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wealth of automotive talent was right on his doorstep, so David didn't have to travel far to find the right minds and hands for the build. Conscious that it was worth getting the basics right first, the 911 began its transformation at RS Fabrications in Towcester, rectifying some of the less desirable handiwork put into the bodyshell. Around 28kg of roll cage tubing was cut out

Cutting no corners, David sought out the help of famed specialist motorsport bodyshop Normandale in Daventry to bring the shell back to life.

For the most part, this was about restoration. Standard rear lights and front horn grilles have made their way back into the body, while the Turbo arches are subtly re-shaped to suit the choice of wheels. For

contemporary and classy, but capturing that 1970s feel," says David.

"There was a Volkswagen van in Stoney Stratford which the guy had painted chinchilla grey, and that looked pretty cool. So I went to the paint shop that supplies Normandale, and spent some time developing this sort of porcelain colour. It's completely bespoke; a bit of yellow, some of the Stone Grey from Porsche, but it's not white. It's far from white."

Aiming for a fast-road setup rather than a spine-shattering track day configuration, David opted to start from scratch with the chassis components. The front end runs KW Variant 3 coilovers for a G Series 911 with caster and camber-adjustable top mounts, while the rear end was fabricated to David's spec – a multilink 993 setup with bespoke KW suspension to suit the car.

Driveability ranks higher than stance here, but it's certainly tough. Staggered 8.5 and 10.5-inch wide, 17-inch Braid wheels hide standard four-piston brakes – plenty for a 980kg kerb weight – while the body is around 25mm lower than standard.

Development is ongoing, with alignment recently set at Center Gravity, and plans to develop a kit to dial out bump steer on

Super low it may be, but there's more than just stance and style to this build, with KW Variant 3 suspension, plus the 993's multilink setup at the rear. A real world, UK road suspension setup is being developed with chassis gurus Center Gravity

“I wanted a wide-body, badass-looking car that was a bit refined”

of the car, leaving a rollover bar braced off the back end of the car, while the panels behind where the rear seats had been were renewed and welded in place. Whoever had done it previously had used silicone sealant.

Blasted back to bare metal, the bodywork had survived pretty well. The doors were shot, but are now replaced with lightweight versions, and only the scuttle panels had succumbed to the moist British climate.

visual purity, the jacking points have been taken out of the sills, while the roll cage is colour-coded. It's a mix of air-cooled 911 generations, but it gels into a classic early-model style perfectly.

"I wanted a wide-body, badass-looking car that was a little bit refined. Initially the idea was to keep it black, then I toyed with the idea of making it a hot rod and going for Conda Green or Continental Orange. But it wasn't what I wanted, I wanted it to look

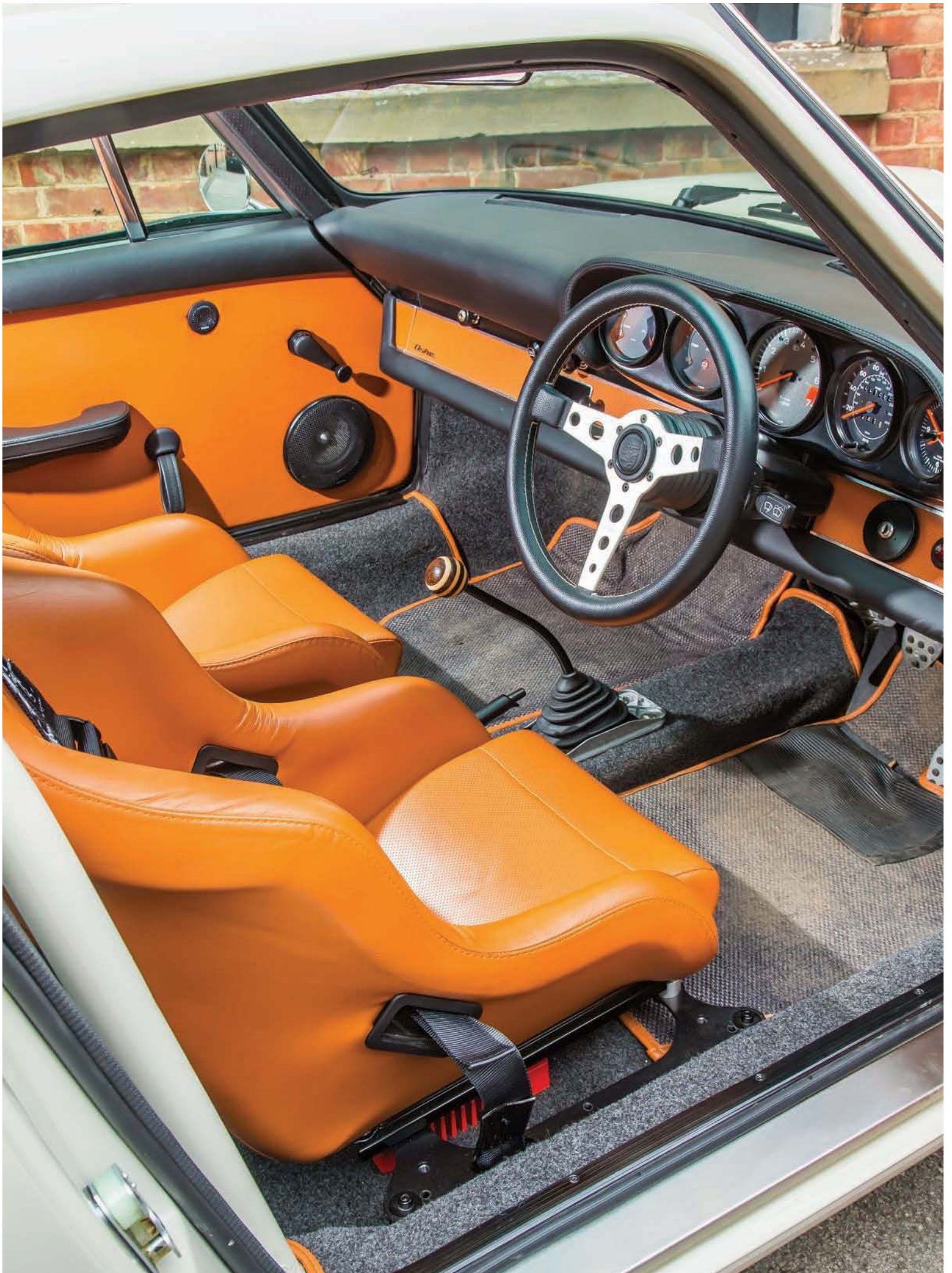
Right: The 3.6-litre 993 engine is attached to a Carrera 3.2 G50 gearbox. Power from rebuilt engine with cams and lightweight pistons is 325bhp















Interior is inviting, light and airy, with RSR style Cobra buckets trimmed in tobacco-coloured Muirhead leather. Above: Rear section of the original track car cage remains

Northamptonshire's cratered roads. Rural roads near the workshop made the xenon headlights a must-have, too.

It's as function-focused inside, but this is no track car. The cabin is warm and welcoming, with twin RSR-style Cobra buckets trimmed in tobacco-coloured Muirhead leather and warm sandy-hued carpets accented with vivid orange, stitched by PF 911 Interiors in Cardiff. Having inherited poorly-judged ergonomics when he bought it, David had everything tailor-made during the rebuild, including 30mm wider and slightly more reclined seats than standard to get the driving position perfect.

But the deeper he dug, the more surprises he found. The previous owner had subtly lowered the roofline, modifying both sides and cutting a section out of the middle – barely noticeable without a standard car to compare it to. This meant factory measurements didn't stack up, the re-fitted headliner wouldn't fasten in place, and it showed a particularly unfortunate habit during early road tests.

"The ducktail isn't terribly effective, because a lot of the air actually escapes it. I haven't put it in a wind tunnel but with a

slightly lower roof we get a bit more air on to that ducktail and I get a sleeker look," says David.

"The trouble is, it loses a bit of strength.

The windscreen popped out a couple of times, because the rain covers are deleted and I think there was a degree of flex. Ultimate Windscreens found a way to bond the windscreen in place, which stops some of that flex – as it would in a modern car."

That subtle roof job is one of the few recognisable carry-overs from the car he bought – the drivetrain being the other survivor. Tucked beneath that troublesome ducktail is the same 3.6-litre 993 engine, paired with the G50 five-speed gearbox from an '89 Carrera and moved slightly further forward for better weight distribution. But even this caused problems, surviving around 300 miles before spluttering to a smoky halt.

"The oil pump had failed, because somebody had over-tightened one of the bearings and it shook itself to death," he says. "So we rebuilt the engine with lightweight pistons and new cams, which makes about 325bhp. Nothing crazy, nothing monster by today's standards, but it's plenty for the car."

This also gave some opportunity for re-interpretation. It's easy to miss, but the exhaust system at the back – custom-made at Oliminium – features a compact quad-silencer setup inspired by a lightweight Jaguar E-type and wound into the limited space behind the bumper. The heat exchangers have been removed, but the full custom wiring loom enabled David to use a more effective T7Design electric heater instead.

"Turning what was a track car back to a street car was quite difficult, but I really do enjoy it now," he tells us, gently resting a hand on the roof. "It's small and light, got plushness when I need I need it, speed when I want it, it handles how I want it to and it's compliant in traffic and not too loud. It's got just the right elements of classic, race and everyday driveability."

In other words, he's found perhaps the perfect balance. Unmistakeable 1970s design mixed with just enough modern components to make it as suitable for continent-crossing road trips as it is the occasional track day, it's a pure modern interpretation of the 911 formula. And that's a novelty that's unlikely to wear off any time soon. **PW**

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# ALMOST NEW

A brand-new 996 for £34-grand? Well, perhaps not, but having notched up a mere 10K miles in 17 years, this particular C2 is virtually straight out of the box. It's currently gracing Kenny Dunn's Edinburgh showroom, where we assess the value

Words: Johnny Tipler Photography: Antony Fraser





**Y**ou do see them from time to time; the low mileage, never-raced-or-rallied cars, one careful lady owner, always garaged and fully serviced. Pork pie in the sky? Besides, shouldn't they be driven a bit? Alright, but we could all be tempted by the proposition of owning such a car, couldn't we? Especially if the price is right. Here's one that's certainly food for thought – a 2003, gen 2 996 C2 that's done just 10,000 miles – scarcely round the block, let alone round the clock.

We've come to Edinburgh's West End on our North-of-the-Border perambulations to visit specialist Porsche dealer Kenny Dunn. The immaculate Seal Grey 996 fronts an eclectic assortment of Porsches in the showroom, plus Ferrari F12 Berlinetta and V12 E-type Jag curios, and we'll take it for a run in the country a bit later, after we've soaked up the Scottish vibe. Kenny's a veteran on the Porsche block, having majored in 911s since 1972. His original garage was located in the east of the City, where he started out in the motor trade in

1969. 'I advertise as Scotland's oldest Porsche specialist,' he declares. 'That's a play on being 68, because in '69 I was 18. I went from school straight into a business partnership. It was a case of "right place, right time". I'd been working in a pal's petrol station at night and at weekends, and they had a workshop on site but no experience of running a petrol station, and I ended up doing the admin and business side.'

His own auto business stemmed from there. 'It was 50 years ago on the 1st September, so there's a bit of history. I used to get Porsches from Glen Henderson, who was the Porsche distributor for Scotland. My first taste of 911s was in '72, when my original business partner bought a new 2.4S in Blood Orange, and I went to collect it because I was handing over the cheque – £5212 – and I got to drive it back to Scotland, and I really felt part of it from Day One.' By 1973, Kenny had accumulated sufficient funds to buy his own 911, a 1970 2.2T. That was followed in quick succession by a 2.4T and a 2.4S Targa, a left-hand drive car in Blood Orange. He was hooked. 'Glen

Henderson wasn't interested in selling secondhand cars; he sold new cars and demonstrators, and that was it, really. So, I used to buy a lot of secondhand 911s, and in '82 I had five or six in stock at any one time. That was quite a lot in those days, because there weren't so many cars on the road.'

One of Kenny's fortés is locating and selling cars with low mileage, as in the case of our 996 feature car, and they look more or less like new cars. 'They are what I call special cars. You don't often find them anywhere else; they really are one-off cars. I am deliberately hunting for them, but I can't get enough of them, and that's the hard bit: they're easy to sell, but they're hard to buy.' Distance is no object. 'I was speaking to a lady in Cornwall yesterday, and I said I would go and see her as she has a 996 C4S that's done 11,000 miles.'

Kenny likes the general proportions of the 996. 'The 996 Carrera 2 is nicely balanced, rather like the 986 Boxster is; it's not too big, and it's a really sweet, easy-going car. I think they got it right first time. I wasn't doing 996s for a while, though, because of the engine







problems, but they've firmed up, and people are appreciating how good the car really is, and its value for money. I also like the 997 3.6, a straight-forward Carrera 2, again just a simple spec, really. The traditional 911 style just looks so good, although I think they missed it a bit on the standard 996, whereas the standard 997 has a bit more flare.'

Another of Kenny's specialisms is locating and selling Porsches in distinctive and complementary colour schemes. On one of my recent assignments (at Autostore, Cambridgeshire) I noticed a 996 Turbo in Seal Grey for sale, and the sticker in the rear window revealed it had at some point been in the care of Kenny Dunn. Most significant was its peculiar Nephrite green leather upholstery and carpeting, and I mention this to Kenny. 'Yes, I remember that car. You couldn't do the interior in a special colour at that stage, because the colours were only just out. That was the very first Turbo in the UK, and I saw it at the factory and it looked absolutely stunning in that combination, Seal Grey with a

Nephrite Green interior. But the green leather doesn't really wear very well; I think it gets shiny. And, anyway, I have a thing about all these colours: they must have a dark dashboard. When I did Midnight Blue with Savannah leather – which I did a lot of – I always got the upholstery people to do a Midnight Blue dashboard and a Midnight Blue steering wheel, or a dark blue steering wheel and dark blue carpets, and that transformed it. So, it is quite easy to recognise my cars.' Kenny thinks that ordering the right colour combination in the first place is important. 'I just sold a 981 Boxster, which was Carrera GT Silver with Flamenco red leather, and you can't really choose that combo – unless it's a 987 RS60 version. It had red leather seats, red dash, red steering wheel, and I felt it was too much, because when you're driving it, it's in your face too much, although I did sell it very quickly.' The same was true, going back in time. 'The first 928 was a manual with 240bhp in Mocha Brown, which was absolutely right at the time, and when I

ordered a new one in Minerva Blue it looked stunning, but when I picked it up at the factory I was actually a wee bit disappointed because they'd done the cabin in dark blue with Pasha, and I really wished I'd had a lighter interior. Because they were launch cars, you could only have them in the colours they came in.

Kenny witnessed first-hand the rise and fall of the front-engined water-cooled models' popularity. 'At the time, when Porsche were majoring on the front-engined cars, people thought that was the way forward, and that the 911 had had its day; everybody thought it was the end of the 911. I wasn't aware of a turning point as such, but it did become very apparent in the late '80s and early '90s that the 911 was on the up again. The thing is, a different person was buying the 928, the 944 and the 924; it wasn't a 911 man that was buying that car. Also, they knew that in America there was that big market for 911s, and they take more cars there than anywhere else, and the new boss at the time – Wiedeking – recognised that.'

This gen 2 996 C2 looks impossibly narrow compared to the current generation 911

Kenny Dunn at the wheel. He's sold more Porsches over the years than most and loves to search out a low mileage machine











As far as new car sales are concerned, Kenny is keen on customers taking delivery ex-factory. 'I sold a new 997 to a chap and he picked it up at the factory; I push people to do the factory collection, even though I don't sell new cars so much now, because it enhances the whole ownership experience. You've got it off the production line, and you do the factory tour.' He also notices that the ratio of Tiptronic

they were new I sold lots of Tiptronic, but it's a different person that's buying these cars now, for a different reason. In my opinion a manual is probably worth 10 per cent more than a Tiptronic. And even more so in a 993 or a 964; people definitely want them with manual shift; they want the feel of that, the ability to change gear manually, even though the Tiptronic can be very good. It's not nearly

driven in the winter. But I always advise customers that they'll consume a bit more fuel with a four-wheel drive car. Having said that, the C4S is the number one seller in the 996 range; people want to buy a C4S, not just for four-wheel drive, it's absolutely because of the broad-shouldered body; that's the main attraction, those hips!

Seal Grey is one of the most desirable 996 colours. The fact that this one looks brand new is because, with just 10,000-miles on the clock, it kind of is

“ They often end up with owners who can't afford or aren't willing to spend ”

to manual transmission cars he sells has shifted. 'I find that 85- to 90 per cent of the people that come to me now specifically want a manual car, because most modern cars are automatic in one form or another, and so they're looking for a car for fun; it's a toy, it's a car to take out at the weekend or on high days and holidays and they want to have a manual car. Now, I don't mean that I can't sell a Tiptronic, and I don't mean there's not a person who Tiptronic is a good shift for; when

as bad as people think; there's a misconception that you can't drive Tip sportily, but you can if you know what you're doing.'

His take on the 996 C2 versus C4 is also interesting. As is often remarked, the steering of the rear-drive only Carrera 2 returns more feedback and consequently feels more alive than the all-wheel drive C4 models. However, Kenny tends to sell quite a lot of four-wheel drive cars, 'because of this being Scotland, where they do have an advantage when

A lifetime monitoring Porsche prices and fluctuating values affects his take on a car's worth: 'With 996s in particular, and earlier 997s as well, because a lot of them have changed hands quite a bit, they often end up with owners who either can't afford or aren't willing to spend the money to keep them up to scratch properly. That means there are a fair number of cars out there that are questionable. If they have been looked after, they can be very good value, given the performance and handling they offer, but they do need servicing, even if they do very few miles, and they need to be used a bit as well.'

Indeed, but there's the paradox: I'm driving a car that's done 10,000 miles, so, clearly, it's not been used that much. 'Yes, he's done under 1000 miles a year,' comments Kenny. 'We've put brakes on it, we're putting new shock absorbers on it, and we're just making sure it's absolutely perfect.' It's on Michelin

996 interiors sometimes don't wear too well, but predictably this one is totally unworn. Below: Digital odometer tells the low mileage story





Pilot Cups, 225/40 ZR18 front and 285/30 ZR18 rear. It looks uncannily new from the outside, it even still smells new in the cabin, that smart grey leather, with hardly a trace of a backside crease, and the engine bay offers that eat-your-dinner-off-it possibility as well. Nothing worn under the kilt, to paraphrase a pun. 'It's a car that I should really keep,' declares Kenny. Everything's for sale, though, one way or another.

He's seen an awful lot of Porsches in his time, but the Porsche he misses most is a 1976 Carrera 3 Targa. 'I think it's disappeared now, but I did have it three or four times.' Fascination with a particular model, he believes, goes back to one's childhood. 'I think you have a feeling for cars that you grew up with. People come in all the time, and part of the motivation is that they're interested in cars that they had posters of on their bedroom walls when they were kids. I was really lucky that, from the age of 18, I was surrounded by all these cars, and by 21 or 22, I had my own 911, and in 1980 it was that particular car, the orange Carrera 3 Targa. It was a cancelled order at JCT600, and I tried to buy it a few times before I eventually managed to get it. And it was a fantastic car, it was well balanced, it had 200bhp, which was a lot back in the day, and it handled well. Plus, it was so unusual, and the chances of seeing another one like it were remote as there weren't many 911s around in the '70s and '80s.'

Cars do have a habit of coming around. Kenny fondly recalls an Arrow Blue 911SC Sport that he's owned more than once and still wishes he'd hung onto. However, there's one model that won't go away. 'I've had more Carrera 3.0s than most people, and one in particular. I feel I've got that car for keeps

now. I bought it from the widow of the original owner, and I've sold it five times and each time it comes back again.' The one he wishes he hadn't sold is the '72 Blood Orange 2.4 S 'We didn't have any thoughts about potential future values then; the notion of these cars fetching hundreds of thousands 40 or 60 years later was not a concept that occurred to us. So, we sold it, in '74 or '75, and that's the car I would probably have kept; it was a wonderful car, and it's outlasted everything. Never mind the value, it's a fantastic car. I sold one recently for £225,000, and it had bills for £130,000 from a restoration seven or eight years previously. My white 911 Carrera 3 that I'm having done, I've spent £65,000 on restoring it.' I ask him if that's the keeper. He's hesitant. 'Not that I am going to sell it, but I've

south-west out of Edinburgh to the Pentland Hills Regional Park for our photoshoot. It's quick enough dashing from 0 to 60mph, but the 3.6-litre 996 really shines in the mid-range powerband. As Kenny comments, 'Porsche always managed to excel in providing middle range torque. Every time they bring out a new generation or a new model or an uprated engine, it's the torque as much as the power that makes it a pleasure to drive.' The 996's power delivery is effortless, and it takes off and storms the hilly lanes. Ride, handling and turn-in are perfect; I suppose I'm reminded of how it was driving a 996 press car alongside Hadrian's Wall when I first started scribbling for 911&PW, the closest thing to a brand-new car I could wish for.

Given all the messing about that I did with

“ Objectively, it's hard not to see the logic of a 10,000-mile 996 for £34k ”

lost the enthusiasm for it; it's taken too long, so there is a possibility it'll go up for sale when it's finished.' I quiz him on what his personal perfect Porsche would be: it turns out to be a Boxster! He'd mentioned a 981 GTS in passing, as well as having had more fun in a 986 than a 993 on the run from London to Edinburgh. 'I think I'll have a Boxster again, but I don't need a 981 GTS,' he reflects; 'I'd have a gen 2 987; it's a very nice drive, in either 2.7 or 2.9, and with PDK, because that makes it more comfortable for me.'

Back to the low-miles 996 C2. We motor

my own 996, actually there's a lot to be said for the standard car: you can't complain about the performance, it's plenty fast enough, the ride in standard form can't be faulted, and there's an unsullied purity to the unblemished look of it. Objectively, it's hard not to see the logic of a 10,000-mile 911 for £34k. As Kenny says, 'It may be a lot of money for a 996, but it is very cheap for a nearly new 911! I'm still struggling, though. Back in the showroom, I can't help noticing the Guards Red 997 C2 that's awaiting prep; it's stickered at a shade under £30k – one he's sold before, too. **PW**

A 996 engine with 10,000-miles on it. Ooh, better get that IMS bearing changed then, eh?



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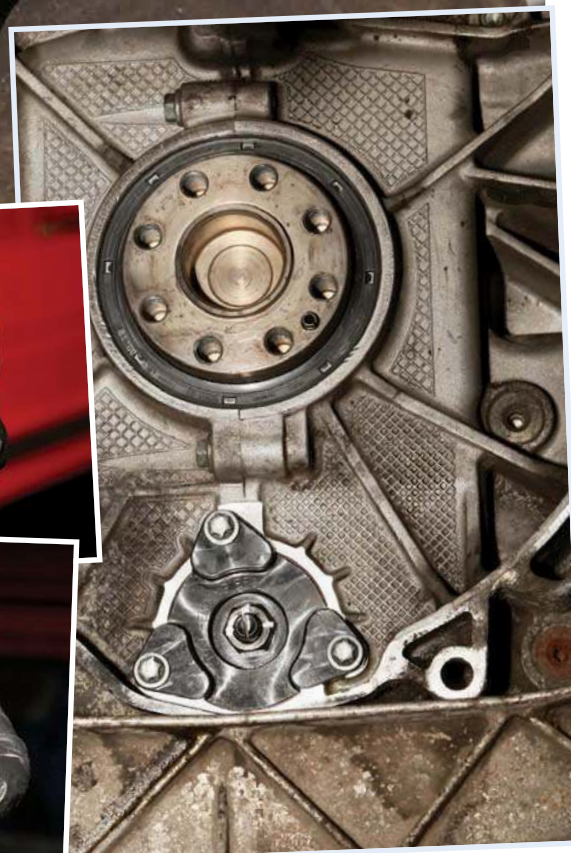
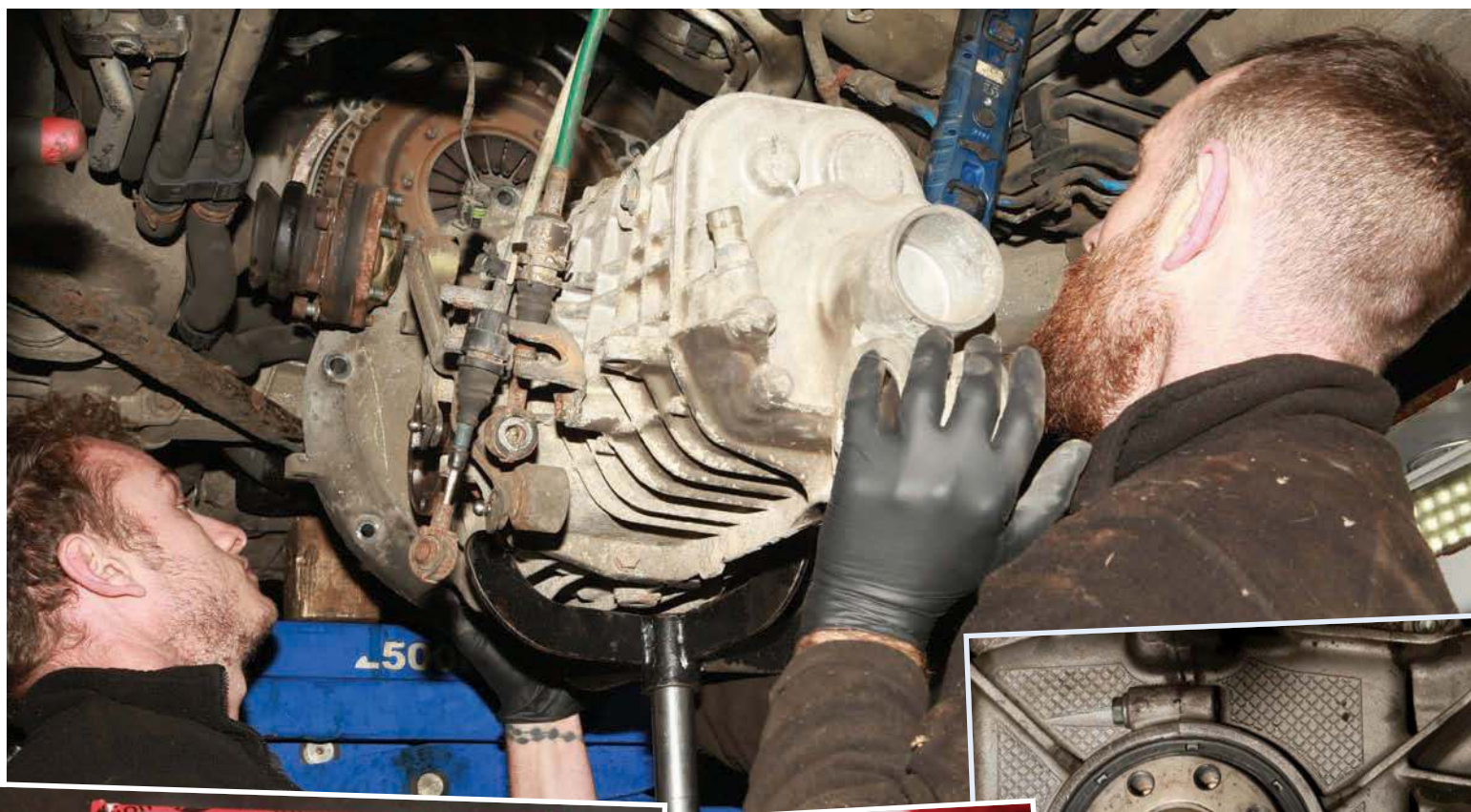
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## FROM HERE TO ETERNITY

Whether EPS's replacement IMS bearing for M96 and gen 1 M97 engines really is – as it says on the box – an 'Eternal Fix', only time will tell. And in truth there could well be nothing wrong with your original part. But this area is undeniably one of these engines' Achilles' heels, and if you've the chance to upgrade with a well-engineered alternative why would you not seize it with both hands? Story and photos by Chris Horton



**Y**ou have probably heard the fable – attributed to Benjamin Franklin – about the nail and the horseshoe. For want of the former the latter was lost, he suggested, and with it the horse, the rider, the message, the battle – and ultimately the kingdom.

Clearly the famous 18th century American polymath could not have been thinking of the intermediate shaft (IMS) bearing in Porsche's M96 and gen 1 M97 flat-sixes when he came up with this enduring image. But the fact is that, like that humble nail, this is a small and essentially low-tech component whose 'loss' can have

catastrophic and costly consequences for the rest of the engine. And which failure, if urban legend is to be believed, is little short of inevitable. A ticking timebomb.

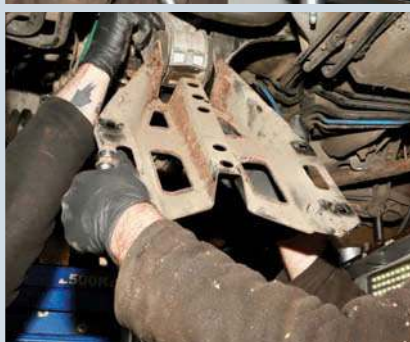
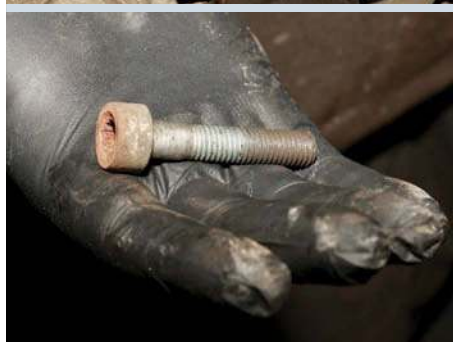
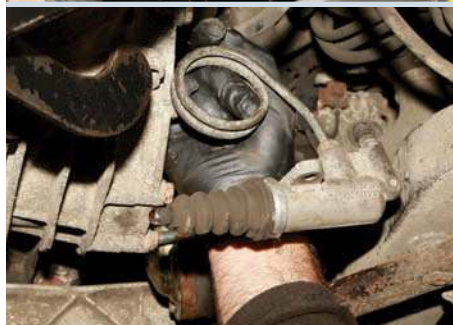
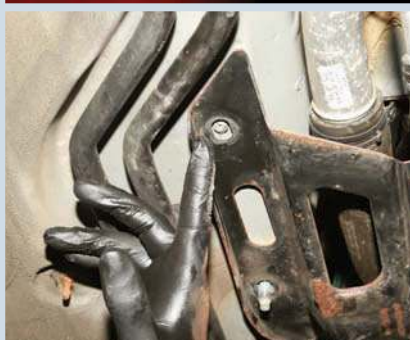
It's a subject we have discussed many times, but frustratingly with no convincing answers as to precisely why some IMS bearings fail prematurely, and why many

Secret of the EPS 'Eternal Fix' IMS kit is a broader roller bearing. This is able to withstand much greater loads than the standard ball race – and redesigned spigot deals with axial load



We join the action with Jake Barton's (manual) gearbox just about ready to come out for access to the clutch, the flywheel, and ultimately both the IMS bearing and the crankshaft oil seal.

One of the crucial first steps whenever attending to the bearing is to rotate the engine to the timing position, and then to lock the crankshaft and the two pairs of camshafts, using specially shaped plates (top row, middle), so that the cams cannot rotate when the tension on the timing chains is released. And that step is necessary, of course, to release the pressure on the IMS sprocket that is being supported by the bearing. PIE's preferred technique is to leave the engine in situ where possible, although the weight of the Tiptronic transmission is such that in those cars both engine and 'box have to come out for safety's sake. (Although more space in the mid-engined Boxster and Cayman means that here both types of gearbox are removable from beneath.) Removing clutch slave cylinder without detaching hydraulic line is a useful time saver. Single splined-socket bellhousing screw is a trap for the unwary: make sure driver is a good, tight fit. Likewise broken stud for gearbox forward mount: a relatively common problem



others (probably most, actually) do not. We don't have the facilities to be able to conduct any long-term scientific tests, and instead have to rely on anecdotal evidence from independent specialists and knowledgeable vehicle owners. But we have seen enough of these water-cooled engines stripped for repair to have reached our own tentative conclusion. Which is, in short, that it's often

a storm in the proverbial teacup.

That is NOT to suggest that you can afford to ignore the possibility of IMS bearing failure, or to turn a deaf ear to the symptoms of impending disaster. (Usually a loud rattle. But then that could be the harbinger of so many other mechanical maladies...) IMS bearings can and do let go, and if so will spoil your day in a very big

way. Nevertheless, we do not believe that Porsche got the design of this area of these engines as fundamentally wrong as many suggest; that the bearing is inherently neither strong enough for the loads it must carry, nor inadequately lubricated.

A few weeks ago this writer was at BS Motorsport in Buckinghamshire, where workshop manager Rob Nugent was

Gearbox often requires 'persuading' to separate from engine, thanks not least to locating dowels (right). Initial assessment here was that the dual-mass flywheel would need to be replaced, as well as the clutch, but in the event it was deemed fit for another tour of duty





# TECH: HOW TO



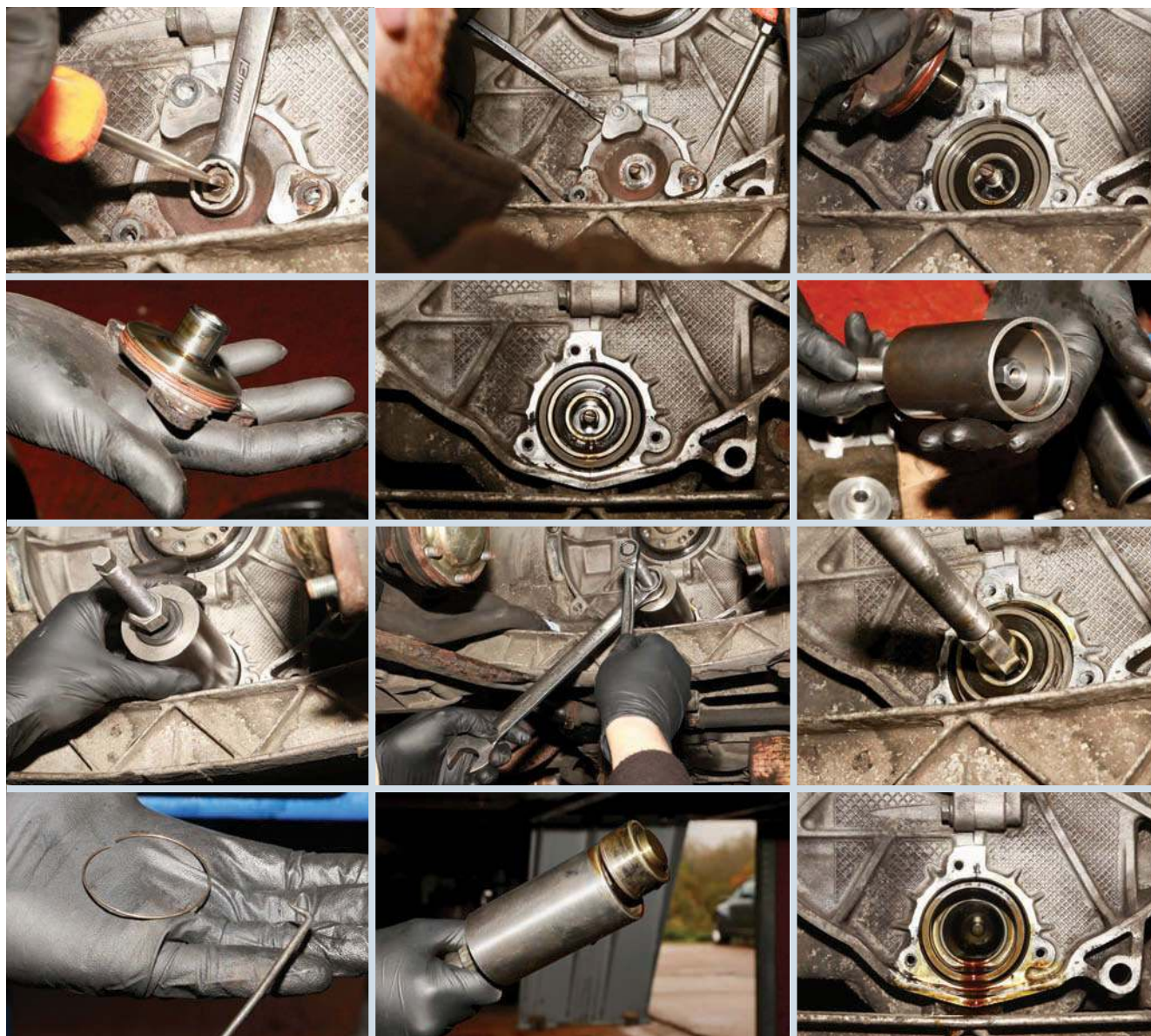
'refreshing' his own 1999 Carrera 3.4 with new timing chains and their guides and, since it would have been a false economy to ignore it at that stage, a brand-new IMS

bearing. (See also page 102 in this edition.) But even after around 100,000 miles, and with a patchy service history for the vehicle as a whole, the original bearing was still

perfectly smooth-running. I know because I rotated it with my own fingers.

Be that as it may, it is always going to be interesting to see one of the now

Clutch screws, too, require a well-fitting hex key to avoid chewing up the socket heads – and the screws are best renewed, in any case. Clutch itself was the primary reason for tackling this job in the first place: the surfaces still had some life in them, but a new friction plate and cover would make the pedal feel lighter, and the car much nicer to drive. Congealed oily dust around both crank seal and IMS spigot looks worrying, but this is about what you'd expect in a car of this age and mileage. Is the dust, as some suggest, a cause of bearing failure, drawn in past spigot's perimeter seal? Possibly – but the problem affects Tiptronic cars, too. The 13mm nut in the centre of the three-cornered spigot assembly shows this to be the first-generation so-called double-row IMS bearing – albeit with the deeper perimeter seal that replaced what was essentially just a simple 'O'-ring in the very first cars. Second-generation bearing has a 22mm nut, as do those with the larger-diameter device. Spigot/cover, call it what you will, comes off simply enough, but the only way to remove the IMS bearing is with a special puller – any other route risks expensive disaster. Early bearing, as seen here, has an internal snap ring (bottom left) to help secure it in rebate in the shaft; later single-row unit has a circlip. Photo next to that clearly shows depth of double-row bearing – which, anecdotally at least, and based on lessons from this and Rob Nugent's engine, seems relatively more reliable than small-diameter single-row type. And the final photo in this sequence, with the bearing withdrawn from the shaft, shows the engine oil that is again considered by some to be a cause of bearing failure, by washing out the factory-applied grease. In new engines this area would be effectively completely dry





## INTERMEDIATE SHAFT AND BEARING TYPES: A SPOTTER'S GUIDE

So, just what is an M96 or gen 1 M97 engine's intermediate shaft? And more to the point, perhaps, its famously controversial bearing?

The former, located parallel to and just above the crankshaft, is in simple terms the means by which the chain-drive from the crank is split and directed to the two pairs of overhead camshafts, and simultaneously geared down to the required rotational speed – half crankshaft revs. It is supported at one end of the cylinder-block assembly in (we think significantly) a plain bearing built in to the oil pump – which the shaft also drives, via an additional short hexagonal shaft – and at the flywheel end by a ball-type bearing race mounted on a three-legged spigot assembly bolted across the joint face between the two crankcase halves. ('Significantly' because, perhaps as the result of an inherently good lubricant supply, and despite any axial- or radial-load considerations, that plain bearing in the oil pump seems ultra-reliable.)

The engines in question – M96 and gen 1 M97, as we've said – come with potentially three different IMS bearings. First, there was the so-called double-row device, with a track width of 24mm. It was used in earlier 986 Boxsters and 996 Carreras, and so today is relatively uncommon – but also seemingly quite reliable. Both Jake Barton's and Rob Nugent's engines were originally fitted with the double-row device, which perhaps unsurprisingly explains why they were apparently still perfectly healthy.

This double-row bearing was used in conjunction with the earliest type of intermediate shaft, featuring a conventional toothed sprocket for the roller-type primary chain. The very first bearing support flanges had a relatively thin 'O'-ring seal around their circumference, but after complaints about oil leaks this design was replaced by one with a somewhat deeper, ribbed seal. The bearing has a circumferential groove in its outer track for a so-called snap ring, which also locates in a matching groove in the rebate within the intermediate shaft itself.

This early bearing can be replaced by either a standard Porsche part or a generic proprietary item (if you can find one), or else the upgrade shown here from EPS. But any significant damage to the intermediate shaft itself will require an update to one with the later gear-type primary sprocket, designed to accept a so-called Hy-Vo chain – and that will necessitate both an engine strip and even the fitting of the relevant crankshaft. Forget it, basically. If it's that much of a problem, spend your money and time on a decent second-hand engine.

Next, from around 2001/2002, came an IMS with both that aforementioned gear-type sprocket and a Hy-Vo chain (supposedly to make the engine quieter), and a single-row bearing with a track width of 14mm. This was retained within its commensurately shallower rebate in the intermediate shaft by an internal circlip instead of the earlier snap ring. This bearing, too, can be replaced by the EPS device, but we should perhaps remind you that your local bearing specialist should be able to supply an exact match for the original Porsche part for £20 or less. It is a so-called standard item, used for a wide variety of industrial and other automotive applications.

The third and final iteration of the IMS bearing is unsurprisingly the most robust – few, if any, specialists report any of the earlier problems – but also the most difficult to service. Its larger diameter (whence, presumably, derives its reliability) makes it impossible to remove from the end of the

intermediate shaft without first splitting the crankcases, although EPS does offer – for the brave – a special tool that attaches across the assembled halves and allows you to mill out an aperture large enough to extract and then replace the bearing. It would still be worth installing a new bearing if ever the opportunity arises, however, either from Porsche or that specialist supplier (it's another 'standard' item), or from EPS, which offers an uprated equivalent to the same basic design as the device shown here. Go to [design911.co.uk](http://design911.co.uk) for details.

Porsche made the switch to this much larger-diameter bearing in around 2006, but if you have an engine dating from this period the only reliable way to check which one is fitted is to split the engine and transmission and simply have a look. Even then it is not immediately obvious – the supporting flanges are essentially the same – but the larger bearing can easily be identified by its 22mm securing nut on a naturally thicker threaded stud. Both of the smaller-diameter bearings have a 13mm nut. (The EPS bearing has a 22mm nut, as well.)

By all accounts this bigger bearing finally did the trick in reliability terms, with failures pretty much unheard of – although it does beg the question why, for the post-2008 gen 2 M97s, Porsche reverted to essentially the old Mezger-style intermediate shaft that had served it so well in the air-cooled flat-sixes (and, of course, in the water-cooled 911 Turbos and GT3s throughout this period).

There are what can best be described as 'numerous' theories that attempt to explain IMS bearing failure. Some, not unreasonably, blame poor lubrication – and any bearing denied oil or grease surely has only one likely fate. But the fact is that with integral plastic shrouds covering the two sides of the caged balls the (factory-fitted) small-diameter bearings are not designed to be either oiled or greased during their working life, presumably relying instead on the necessarily small quantity of grease placed inside them during manufacture. (And that principle works well enough for wheel bearings and the like.) So maybe that's what lies at the heart of the problem.

Ah yes, say others. But what then happens is that, as the engine ages and inevitably starts to 'breathe' more heavily, oil begins to find its way along the shaft from the oil pump and washes out the grease – but, because of those shrouds, in insufficient or reliable enough quantities fully to take its place, and thereby preserve the bearing. (Although one of EPS's optional additional measures, for those who might be rebuilding an engine from scratch, is to punch a small hole through the inside of the intermediate shaft, at the oil-pump end, for the specific purpose of allowing lubricant to reach its own parallel-roller bearing.)

Other observers cite contamination of the IMS bearing by clutch dust, drawn in past the perimeter seal of the mounting flange – although that would tend to eliminate Tiptronic cars, and in truth those seem no less prone to problems than manual-gearbox models. And there is naturally a slightly higher pressure within the crankcase than outside, itself surely a barrier to any such ingress. Or maybe the dust is somehow drawn in as the engine cools. Still others say the bearing is simply too small for the radial load placed upon it by the timing chains – conveniently ignoring the longevity of the similarly loaded plain bearing at the oil-pump end of the shaft; or that a timing chain tight enough to do that kind of damage is itself likely to break in short order.

Our own theory, for what it's worth, and based on conversations with many specialists over the years, is that it is an essentially unpredictable combination of some or all of these factors, exacerbated by poor servicing and perhaps even the unsympathetic driving style that often accompanies it. Pushing the engine too hard from cold, perhaps. Simple revs could well be relevant, too. The camshafts turn at half engine speed, but the IMS necessarily turns at the same speed as the crankshaft, and in an engine of this nature that can be consistently high for something as relatively small as this bearing. Perhaps, in an infinitely chaotic universe, it's just bad luck.

Either way, it is the perceived requirement for additional radial load capacity that the EPS IMS bearing aims primarily to address. In an ordinary ball race there is a naturally very small point of contact between each individual ball and the inner and outer tracks on which it runs, and no less inevitably that places a relatively high load on all of those points. For the same reason a simple ball race cannot cope with significant axial force – one that pushes the intermediate shaft backwards or forwards. The balls will be directed toward one or other of the outer shoulders of the track, and again exert excessive pressure on those individual points.

In the EPS bearing, however, the balls are replaced with parallel-sided rollers, each of which by definition presents a much greater surface area to the inner and outer tracks. Indeed, the makers claim this offers up to five times the load capacity of the Porsche design – although as we've said, it's difficult to see from where such heavy loading might be originating. The company also suggests that, by means of the redesigned and patented mounting spigot, its device copes far better with axial thrust – even if yet again that can surely be minimal, given the way the intermediate shaft works in the first place.

Whatever; it's an appealing piece of kit. Relatively easy to install (with the correct mandrel to drive the bearing in dead square to the cases), and seemingly reliable enough then completely to forget about – and what's not to like about that? EPS offers a full five-year warranty, and more encouragingly still we have not heard of a single subsequent failure. For more information go to [europeanpartsolution.com](http://europeanpartsolution.com), or here in the UK to [design911.co.uk](http://design911.co.uk).

Interestingly, the latter offers both the EPS bearing kits on their own, but also bundled with all of the ancillary parts required. For a 996 3.4 with manual transmission that kit is currently on offer at £684.25. And if you are going to do the job yourself you will need a few special tools. The full set, including a puller to extract the old bearing, a mandrel to drive in the new one, and crucially the devices to lock the crankshaft and camshafts, is available from Design 911, and priced at £189.05. Both figures include VAT.

PIE Performance, based in Suffolk, charges £1595 plus VAT for IMS bearing replacement, using the EPS kit shown here. That's for manual-gearbox 996s and 997s, and all of the mid-engined models. In Tiptronic 911s both the engine and transmission have to come out – primarily for safety reasons – and that costs £1695 plus VAT. Both figures include replacement of the crankshaft seal, or RMS, and an oil change. And it's the ideal time, if your budget allows, to have the clutch and perhaps even the dual-mass flywheel replaced – which might well have been the reason for opening up the bellhousing in the first place. Call 01787 249924, or go to [pieperformance.co.uk](http://pieperformance.co.uk).

well-established after-market IMS solutions being applied to a typical engine, and so I was pleased to be able to follow the installation of one of the well-known devices from EPS in the United States, on this occasion in the extensive workshop at PIE Performance, near Lavenham in Suffolk.

The car in question was the 2001-model 996 C2 owned by Jake Barton, who as both a 911 & Porsche World reader and a friend of editor Steve Bennett is naturally attuned to the IMS 'thing'. There was no reason to suppose his IMS bearing was going to fail any time soon, but as a recent convert to

water-cooled 911s Jake was no less naturally spooked by the whole business. And with the gearbox out for a new clutch it would have been madness not to go the extra mile. But on this occasion, too, the old bearing was still silky-smooth, and could surely have been used again. Go figure.

The EPS replacement bearing is not exactly inexpensive – around £500 here in the UK, plus perhaps a day's labour to fit it – and is arguably a sledgehammer to crack the proverbial walnut. (You can easily buy a generic small-diameter, single-row ball race for the mid-period cars for less than £20.)

But there can be no denying the high quality of its design and manufacture, or the inherently greater load capacity surely resulting from that. It's hard to ignore, too, that it has become the IMS solution of choice for a number of the UK's foremost Porsche specialists: PIE Performance, as we've seen, plus (among others) RPM Technik, Northway, D&G on Tyneside – and not least importer Design 911.

And also, as it turns out, none other than Rob Nugent at BS Motorsport, who by the time I visited again, in early January, had pressed on with the project and installed an



# TECH: HOW TO



Just as a special puller is needed to extract the old IMS bearing, so you need a purpose-made mandrel/drift to install the new one, whether standard or EPS. Needless to say, it's essential to drive it home square, and to the correct depth. Cover, too, might need gently tapping to push it fully into position – but make sure you that don't damage the perimeter seal. The three screws are 'encapsulated' with thread sealer to prevent oil leaks from within crankcase, and for the same reason some installers favour Loctite or similar on the central stud, and even behind the nut

EPS bearing in his own engine. 'I thought about using the old one again – as you had quite reasonably suggested, Chris. But naturally I wanted to inspect it first, and for some reason I couldn't separate the outer flange from the intermediate shaft without

destroying both the flange and the bearing. So I would have to replace them with new parts, and since you can't buy the flange on its own I was going to need a complete kit.

'Besides, there will come a time when I might want to sell the car, and one of the first

questions any potential buyer will ask is whether it has had an IMS-bearing upgrade. And, if so, I need to be able to tell them that it's from one of the recognised and reputable players in the market.' Quite so, Rob. Hard to disagree when you put it like that. **PW**



In the same way that the IMS bearing replacement was in this vehicle a logical extension to the need for a new clutch, so it would be false economy to come this far and not renew the crankshaft RMS, or rear main seal. In fact, this car's had been replaced at least once before, but seemingly without the use of the special tool that again drives it home square, and to the correct depth. So it was crooked and in places pushed in too far, which gave PIE technician Harry a few problems in extracting it. Method looks brutal, but is realistically the only way to do it – just make sure you don't damage surfaces, or allow any dirt or debris to enter the crankcase. New seal comes with a central plastic spreader which facilitates it being fitted to the tool – needless to say, this must be left in place until the seal is actually needed



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## AUTOWERKE PORSCHE

East Anglian Porsche service specialists may be few and far between, but Norwich is well served by Autowerke. We drop in and get the full lowdown from boss man, Matthew Baxter, who can trace his Porsche training back to Charles Ivey in that '80s London

Words and photography: Brett Fraser



Unlike many in the Porsche fettling trade, Matthew Baxter entered the business pretty much by accident. In fact, he confesses that when he first started working on cars, fresh out of the education system, he 'had no mechanical aptitude'. And yet he was soon introduced to the wonderful world of Porsche in most spectacular fashion when he wandered into the workshop in the very early days of his first job to discover a 935 race car sitting there.

'I grew up in Mundesley [Norfolk],' explains Matthew, 'and realising that there wasn't much going on around there, I moved down to stay with my sister in

London. Obviously I needed work, so I was off to the Job Centre twice a day to find employment. During one of those visits an apprenticeship came up at Fulham-based Charles Ivey, the Porsche specialist. It turned out not to be much of an interview! They asked me to hold out my hands, said "you'll do", and then set me to work. And when I walked into the workshop the car in front of me was the 935 that Charles Ivey raced at Le Mans. At the time I didn't realise its significance – whatever car I'd been confronted by would have been equally scary. It was being tended to by a couple of trained race mechanics and when they started up the 935 in the workshop the noise was magnificent.

'For the first six months I was at Charles

Ivey I kept thinking, I hope they never find out how rubbish I am. But in the end I was there for about six and a half years, during which time I went to Le Mans three times where we enjoyed class wins in 1981, '82 and '83. Charles Ivey was a good company to work for and I had some great fun there. It was really hard at times, but the structure and discipline of the place was much-needed at the time. Looking back, I very much appreciate everything I learned there, and I attribute my subsequent nearly 30 years running my own business to the grounding I received at Charles Ivey Engineering. Eventually, though, in the late 1980s, I decided to move back up to Norfolk as house prices in London had gone crazy.'

Dep Ed, Brett Fraser's Boxster adding a bit of colour to Autowerke's facade. Over the years, Autowerke has fettled a number of 911&PW operatives' Porsches, including many of Tipler's machines, plus Editor Bennett's motley collection



Right: Fan refurb and a spot of paint, which is always guaranteed to smarten up the engine bay of an air-cooled 911. Far right: Rebuilt air-cooled cylinder heads



Despite his return to home turf, Matthew managed to stick with Porsches. 'I went to work for Lancaster Norwich, which back then was based just around the corner from where my premises now are. All was fine there until Lancaster Cambridge opened and took a lot of our business away – things got so bad that I was eventually made redundant.'

But in the best spirit of dark clouds and silver linings, this was Matthew's cue to start his own business, Autowerke, which he set up in 1991 in a unit close to where he's now based. 'It got off to a slow start,' Matthew admits, 'but I did manage to quickly gain some of the Lancaster customers who didn't want to trek across to Cambridge when the Norwich branch

closed. I remember the first customer calling up when I'd just opened – initially I thought it was my brother-in-law playing a joke on me, but it was a genuine customer who wanted a service on his white 911.'

'Not that it was all Porsches to begin with: I'd take on most cars to keep the cashflow going. And yet before too long it was pretty much purely Porsches in through the door. Mainly it was slightly older cars, six or seven years old and out of warranty, and because it was the early 1990s that primarily meant 944s and a smattering of 928s and 911s. The 944s typically were in for oil in the water because of oil cooler leaks, and whining diffs, while the 911s of the era, especially those with about 120,000 miles on the clock, were getting smoky and

needed engine rebuilds.

'By 2001 we had established a really strong reputation locally and enjoyed a large customer base, so we moved to where we are now, which is about three times bigger than the original premises and gave us the scope to grow further.'

Autowerke is these days located amongst a sprawling cluster of industrial roads not too far from Norwich airport, which are also home to a plethora of other automotive-related businesses – a couple of doors along is a large Land Rover specialist, so if you see a bunch of Defenders, Discoverys and Range Rovers parked en masse, you'll know you're very close to Autowerke's more modest establishment. Visually more modest, that is, because the skills being



Engine rebuilds are bread and butter work for Autowerke, with many air-cooled engines now reaching that rebuild time, plus a ready supply of 996 and 997 engines needing work



# TECH: SPECIALIST



This 993 is an Autowerke 'project' car. In great condition underneath, the engine is out for a rebuild and to cure oil leaks. Matthew says he might keep this one for himself

exhibited inside its clean, well-lit workshop are testament to the long experience of both Matthew and his co-worker Martin Cooper.

From the moment Autowerke first opened its doors 29 years ago, Matthew was undertaking engine rebuilds, and when we stick our head around the workshop door he's still contentedly and meticulously doing so all this time later. 'These days we handle mainly 996 and 997 rebuilds,' he tells us, 'but the engine I'm working on at the moment is from a 993 that I bought as a project car. It had 113,000 miles on the clock and was in pretty sound condition – and it's fantastic underneath – apart from oil leaks from the engine. So we're going right through it, to see if anything else needs sorting. After that's done I might keep it for myself for a while: previously I had a 997

Turbo. That was an amazing car – the way it could put down all that power on the exit to a wet roundabout was extraordinary.'

Of course, engine rebuilding is only part of Autowerke's repertoire. The company also undertakes general servicing, maintenance and mechanical repairs, and while it doesn't perform them on-site, can arrange for your Porsche to be MOT tested. Because of their comparative ubiquity, Boxsters represent a large proportion of the cars that come through the workshop – there are a couple there on the day of our visit – but Autowerke will happily attend to any Porsche you'd like to bring along. 'Obviously we see plenty of older 911s,' Matthew reports, 'and more recently we've worked on a couple of 991s: despite what you might think, they're relatively straightforward to service and repair.

'However, increasingly the more modern cars' complex electronics are an obstacle to the likes of us and other independent Porsche specialists. It's much easier to code the systems in 986s, 996s and 997s, and simpler and more logical to trace faults. For instance, a little while ago we had a 996 in that kept blowing control units for the engine. We installed a replacement and that blew, too. But we were able to track down the problem to a faulty solenoid in the variable cam system.'

In addition to what you might call the standard offering from an independent Porsche specialist, Autowerke provides a range of other services, too. 'Understandably given the tales of woe you hear about this subject, potential buyers of 997s – not to mention some existing owners – are concerned about the state of

Typically the bulk of Autowerke's business is with the water-cooled cars. Right hand man, Martin Cooper, fills a 996 with oil





Far right:  
Autowerke's head  
honcho, Matthew  
Baxter, getting  
technical with a  
cylinder head



the bores, so we can scope them to see if there is any scoring. And we can perform pre-purchase inspections on all types of Porsche. But going back to the 997 for a moment, we've recently been swapping out the regular coolant on a few of them for the

suggested uprated exhaust systems, and Matthew and Martin are happy to advise on other performance upgrades, and can order in parts and fit them for customers. Another less obvious performance upgrade on offer through Autowerke is a xenon headlight

few trackdays in a 944 Turbo,' he reveals, 'and once bought a 200,000-mile 911 2.7 that I prepped for the track, including fitting Perspex windows. That was a superb car that was still going strong when I eventually sold it.'

But it's the little details that have Autowerke's customers returning time and again. While we're there, Martin is finishing off the service on a very smart-looking black 996. Smart, except for the wheel nuts and brake calipers. So it's off with the wheels and out with a can of lacquer for the calipers and a tin of silver spray paint for the wheel nuts. 'The customer hasn't asked for this,' explains Martin, 'but when he comes to collect his car I know that he'll have a little bit of extra pride in it, and so it's worth the extra effort.' And that's what genuine customer service is all about. **PW**

“ It's the little details that have Autowerke's customers returning ”

#### CONTACT:

**Autowerke**  
10 Spar Road,  
Norwich NR6 6BY  
Tel: 01603 408044  
autowerkenorwich.  
co.uk

Evans Waterless Coolant system, the current theory being that this could stop the bore scoring from happening again.'

While Autowerke doesn't offer complete tuning packages, it does have a range of

conversion suitable for the 996, 997, Boxster, Cayman and Cayenne. And while motorsport preparation isn't necessarily listed on Autowerke's regular bill of fare, Matthew has some experience of it: 'I did a





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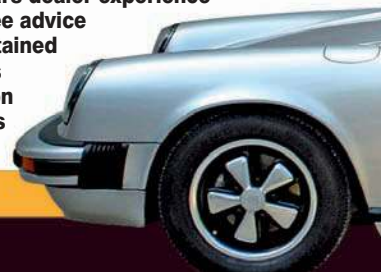


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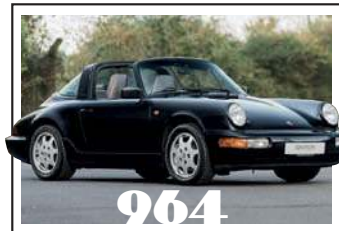


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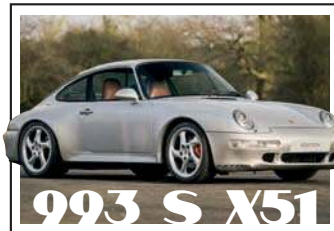


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## PROJECTS

We don't just write about Porsches, we drive and live with them, too

### THE TEAM

#### STEVE BENNETT

996 C2



Took the 996 out for a spin on a rare dry, salt-free day in early Jan. Other than that, I have a set of new front and rear Eibach adjustable trailing arms to be fitted, for yet more suspension fiddling!



#### KEITH SEUME

914



Fuchs wheels? Check! Bilsteins? Check! Lowered suspension? Check! So what's next? Hmm, maybe brakes, maybe a hotter engine, maybe some underbody rustproofing... Who knows what comes next!



#### CHRIS HORTON

924S, 944



A rare dry day in early January gave me a good chance to take the 924S for a drive to blow away the cobwebs – its and mine – and against all expectations it started first turn. So why not the time before that...?



#### PETER SIMPSON

356C, 3.4, 2.7, GARAGE



Nothing much to report this month, just trying to move on with the projects. Unfortunately added a VW T4 California to the fleet. Whoops, but it's all fine, I promise the work is commencing at a pace!



#### BRETT FRASER

BOXSTER 986 3.2S



I've been out of the country for a few weeks, so the Boxster is tucked up under the car port. I'm missing it, especially as it would be great down here in Australia. Apart from the low speed limits, that is...



#### JOHNNY TIPLER

BOXSTER 986 3.2S



The 986's warning light issues are sorted, thanks to Clive Atthowe and his dyno. But, tyre doubts linger as the flighty feeling, when crossing wet white lines. Love this car! Make me an offer!



#### JEREMY LAIRD

BOXSTER 987 3.2 S



The Boxster is all good, with seemingly no looming issues. Can't stop thinking about pastures new, though. Like a Cayman with a blown engine, just right for a 3.9-litre conversion...



## FOR FUCHS' SAKE

There's been plenty going on where Seume's 914 is concerned, with a swap to five-lug wheels to allow the fitting of traditional Fuchs-style wheels, and a suspension upgrade to Bilsteins all round. It's only money, after all...



### KEITH SEUME

1975 914

**Occupation:**

Editor,  
*Classic Porsche*

**Previous**

Porsches: 912/6;  
Carrera 2.7; 928;  
912; 914/6; Junior  
Tractor

**Current**

Porsche:

914

**Mods/options:**

Wheels,  
suspension, blah  
de blah...

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**This month:**

Installing five-lug  
hubs and Fuchs-  
style wheels;  
upgrading to  
Turbo ti-rods

Maxilite 6Jx15 rims  
are shod with  
195/65x15 Dunlop  
radials. They look  
great – and now even  
better with correct  
centre caps!

**F**our-lug wheels have never looked right to me, pretty much regardless of what kind of vehicle we're talking about. Visually, there's just something 'unbalanced' about the way they look – well, that's in my opinion. As soon as I bought my 914 I knew that high on the list of priorities would be a swap to five-lug hubs, allowing me to fit classic Fuchs-style wheels all round. The 914/6 I once owned had Fuchs wheels and it looked so much better for it.

At the front, swapping from four-lug to five lug can be done in one of two ways. The purist way, for want of a better expression, is to swap the entire front suspension for that off a 911. That way you also have the opportunity to benefit from bigger brakes. It's a straight swap (struts, wishbones, hubs, discs, calipers and all) but, it has to be said, it's no longer a cheap option. The days of being able to pick up a

complete 911 front end for £100 have passed, and whatever you buy will almost certainly need to be rebuilt with new inserts, bearings, bushes, etc, etc.

The other alternative is to have the four-lug brake drums (the fronts are of VW origin) redrilled and fitted with press-in studs. It's a relatively inexpensive option and, working to a budget, was the one I opted to take. Yes, I do plan on upgrading the brakes and this will involve some one-off development work, of which more at a later date. Until then, though, the stock brakes will suffice.

At the rear, the procedure to swap from four-lug to five is similarly straightforward – well, in theory. The disc itself simply slips over the rear hub (the handbrake is part of the caliper, not an internal drum brake, as is the case with the 911) so redrilling that is easy. The hubs – or rather, drive flanges – can be redrilled, too, but the problem is that the most common four-lug flanges can be





Looking great on five-lug Fuchs-style rims. Now the ugly US-spec bumpers have to go...

Left to right: Front and rear discs complete with five-lug conversion. So much better! Turbo tie-rods transformed the handling

quite thin and once you've drilled and spot-faced them to accept press-in studs, there's not a lot of meat left.

The solution is to either track down some genuine 914 rear hubs (expensive and not easy to come by) or to look for some early hubs which came from the factory with cast-in bosses for the extra studs. I managed to find some for sale on eBay in Portugal and handed these, along with front and rear discs, to Chris Rudling of Carbon 12 Racing to machine for me.

The task of carrying out the swap was given to Nigel Allen, who runs a VW and Porsche workshop not far from my Cornwall home. We did run into one problem in as

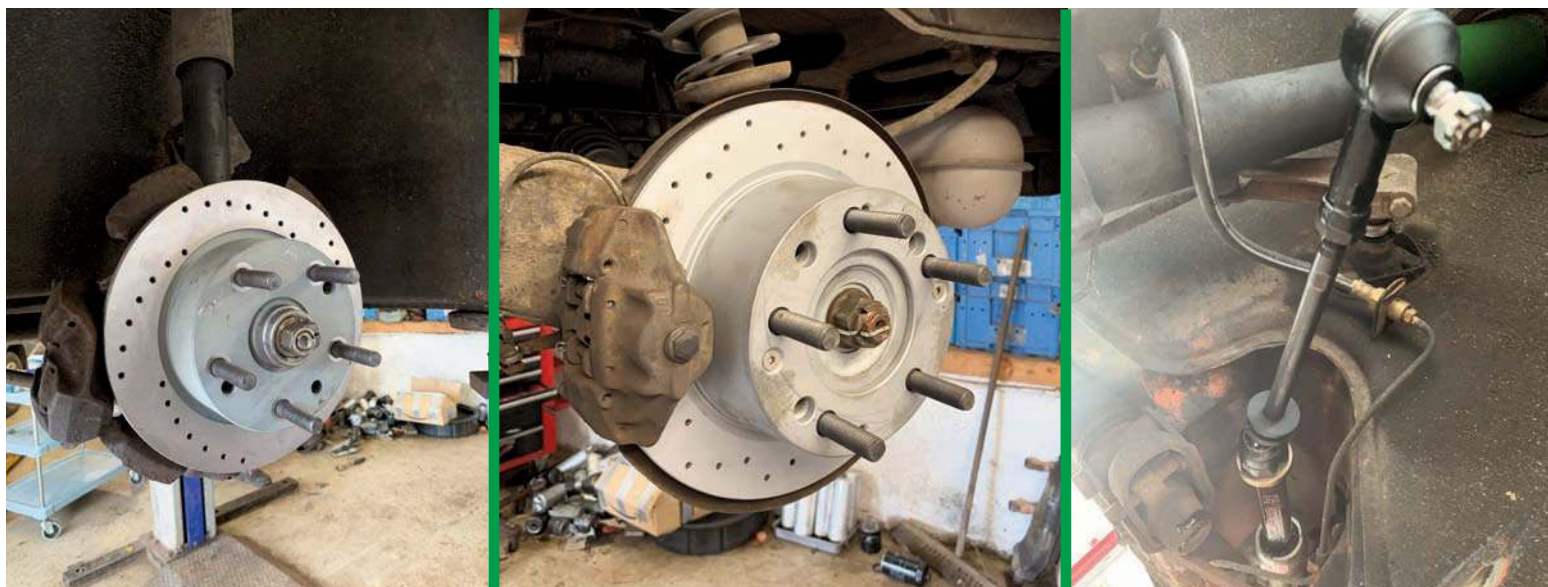
much as I'd bought the wrong year front discs (my car is a 1975 model, and the discs changed in late 1972), meaning the calipers wouldn't fit, but once sorted it was a straightforward enough swap.

Wheel-wise I had purchased a set of Maxilite 6Jx15 Fuchs replicas (yes, I know I'd already bought some Group 4 '7R' Fuchs-style rims...) and had them shod with 195/65x15 Dunlops. These all fit neatly within the standard 'narrow' bodywork without having to resort to 'rolling' the rear arches – a common problem on 914s when non-stock wheel and tyre combinations are used. Karmann, who built the bodies, weren't the most accurate fabricators, and

every 914 we've seen has more tyre clearance on one side than the other – as much as 8mm difference is not uncommon!

The car looked better already but still sat too high for my taste – 914s destined for the USA had the front suspension raised so that bumpers and headlights were now of the 'correct' height to meet new legislation. Not a problem in Europe, of course. I had no idea what the suspension set-up was on the 914, or whether the dampers had ever been changed in its lifetime. The rear springs were new, but I had no idea of the spring rate, either.

I decided to go the whole hog and purchased a set of Bilsteins from Design





# TECH: PROJECTS



911 (excellent service as always!) and turned to my other local specialists, Williams-Crawford, to install them. The original Boge front strut inserts were completely shot, one of them leaking badly. The rear dampers were original Boge, too, but the springs proved to be near-new 100lb Weltmeisters – perfect: not too soft, not too stiff. Stock springs are in the 80–90lb mark, so these would help stiffen things up without rattling my fillings.

Swapping over to the Bilsteins was another pretty straightforward job, followed by a full four-wheel alignment on Williams-

Crawford's new laser equipment. For now, we've set the geometry at factory stock, and will take it from there. The car sits about 50mm lower at the front and 35mm lower at the back, with no clearance issues. I also took the opportunity to install a pair of 'Turbo' tie-rods to get rid of the rather soggy feel to the steering thanks to the original rubber-bushed couplings.

As soon as I drove the car down the road, the difference was obvious. Turn-in felt much sharper and body roll was reduced dramatically. The Turbo tie-rod conversion is definitely one I'd recommend

to anyone with a 914 or early 911.

The next step is to beef up the front and rear anti-roll bars, and to that end I have just purchased a used Weltmeister aftermarket bar for the front, and am on the look out for a suitable uprated rear bar. If anyone knows of one available, let me know!

I love this car and am enjoying the process of making it 'mine'. Next was to swap over the bumpers for something a little less clumsy – and heavy. Oh, and to get rid of the ugly US-spec side-marker lights. Boys and their toys, eh? When will we grow up? **PW**

On Williams-Crawford's two-pillar lift ready for suspension mods and alignment

Bilsteins all round made a massive improvement. The car already had 100lb Weltmeister springs installed at the rear





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## FOOLS RUSH IN WHERE ANGELS FEAR TO TREAD

Within these pages in the October 2019 edition, you might remember, I wrote about the 2000-model 996 Cabriolet project rather bravely being undertaken by Rob Nugent, workshop manager at BS Motorsport in Buckinghamshire. (I say bravely, but then this is, of course, what he does for a living. Even so...)

Rob had bought the car appealingly cheaply from a non-specialist used-car dealer, and was in the process of sorting out its most obvious mechanical issues: the air/oil separator (the failure of which had spooked said dealer into selling it at a knockdown price in the first place); the worn-out and thus overly heavy clutch; and not least one of the broken fixings originally securing the left-hand cylinder bank's main timing-chain blade. And a month later, in the November edition, my regular four-page how-to story showed Rob getting to grips with the

cooling system – another depressingly commonplace 996 malady – by replacing both the radiators and the associated air-conditioning condensers.

I didn't see Rob for quite a few weeks after that, and naturally assumed that the car was running well, but by the time I returned in mid-December the engine was back out again, and on this occasion more or less stripped to its many component parts. 'It had begun to make a horrible rattling noise after a cold start,' reported Rob, 'and I knew that I couldn't just ignore it without risking further damage. It came at a particularly bad moment, though, because I had only recently paid to have a brand-new after-market hood installed!'

'The most likely suspects for the source of the noise were always going to be the cylinder bores or the pistons, of course – although the 3.4-litre power units, such as the

one in this car, are much more resistant to problems of that nature. But as soon as I started stripping the engine it became painfully obvious that the timing chains and their tensioning devices were on the verge of total failure.'

'The longer blades were badly grooved, where the side plates of the individual chain links had dug into the plastic, and the shorter ones, from the Variocam mechanisms within the two cylinder heads, had started to break up completely. What's more, one of the two oil-pressure-fed pistons underneath the engine – the devices that actually provide the tensioning force against still more blades – was at the very limit of its travel. I'm surprised the chains hadn't broken, or at the very least jumped one or more teeth around their sprockets.'

As the big stripdown progressed there was further bad news – but ultimately some good, too. It was obvious as soon as the

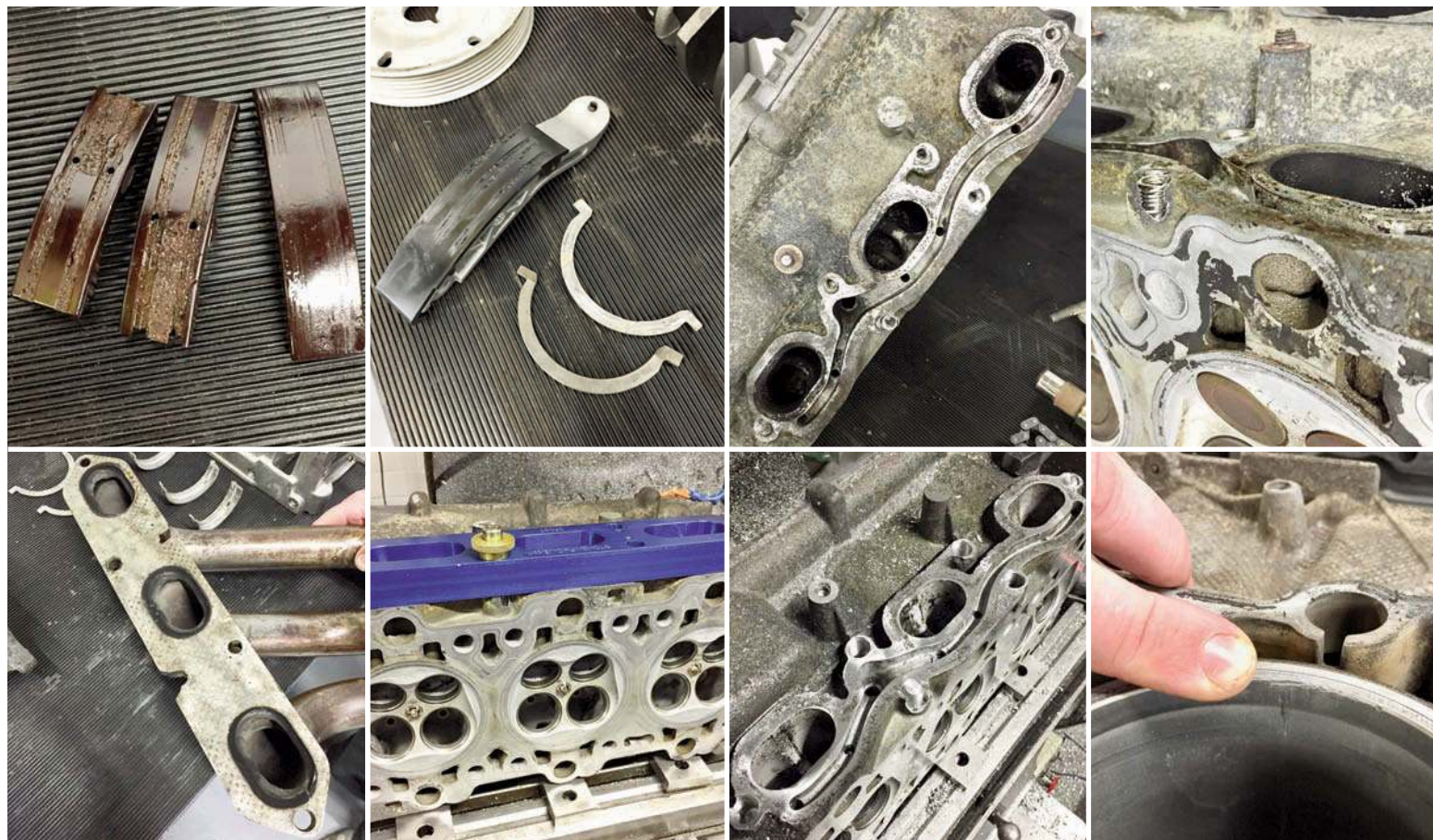
camshaft covers came off that the engine must have endured excessively long oil- and filter-change intervals – every surface inside was covered in a thick, black gunge that took Rob many hours of hard work to remove in the degreasing bath – but there were ominous signs, too, that someone had been this way before. And clearly not with any engineering expertise to speak of.

'They had obviously had all the usual problems with the corroded exhaust-manifold securing screws snapping when they tried to undo them,' said Rob. 'But the way the stubs had then been drilled out for new threaded inserts was almost beyond belief. Not a single hole was accurately centred, and a couple were so badly misaligned that the outside of the insert was literally poking through the edge of the cylinder-head casting.'

And the horrors didn't end there. 'One of the exhaust manifolds looks like it's a

relatively recent genuine Porsche replacement,' continued Rob, 'but because the "new" mounting holes in the cylinder head ended up so badly out of line, whoever was doing the work had had to enlarge the holes in the mounting flange so the screws would go through – and in two places they had simply elongated them into open-ended slots! It's all fixable – I shall have the heads welded, and then drill them correctly with the jig I have ordered from Stomski in America [more on this clever and very useful tool in the September 2016 edition – CH], and I shall probably look for a second-hand manifold – but it's such a shame that the parts had been butchered in this way.'

And the good news? The crankshaft bearing shells – both main and big-end – were unsurprisingly nearing the end of their lives, as were the two thrust bearings, the latter designed to cope with the axial force applied to the



The fool in question is emphatically not BS Motorsport's Rob Nugent, rather a previous 'mechanic' who felt that he was qualified to work on anything more sophisticated than a lawnmower. Rob had stripped the engine to deal with worn timing chains and guide blades, but soon discovered that the exhaust-manifold studs had been butchered (along with one of the manifolds), such that some fairly heavy-duty machining, welding and then more machining are going to be necessary. Stomski Racing drilling jig was a significant investment – and would have helped our miscreant avoid his mistakes – but will surely prove its value in the company's busy workshop in the coming months and years. Significantly, cylinders were OK – apart from a small and inconsequential mark at the top of number three. And even the original IMS bearing was good to go again



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crank whenever the clutch is released to change gear. (Suggesting that a previous owner had either spent much time driving in heavy traffic, or was in the bad habit of 'riding' the pedal.) But all of those components are easily replaced, and the crankshaft itself will live to fight another day, without the need for regrounding and thus under-sized bearing shells.

Better still, says Rob, the bores, and thus the pistons, are still in just about perfect condition. 'There is a single tiny mark at the top of number three cylinder,' he concedes, 'but I would be surprised if, given careful reassembly and sympathetic use after that, it made even the slightest difference to the way the engine runs, or

ultimately to how long it lasts.

'I certainly wouldn't take that view with a customer's car – unless, of course, that's specifically the way they wanted to go with it – but even as it stands now I'm looking at the best part of £2500 for all of the parts I'm going to need, and the added cost of pistons, rings and liners or whatever is just not something I can justify at this stage. Needless to say, I wouldn't want to have to take everything apart again any time soon if it did all go wrong, but because it's my own car I could live with that if I really had to.'

(Ironically, perhaps, it was the same logic that, back in September 2019, had persuaded Rob to save some money by opting for Euro Car

Parts' budget EIS brand for his replacement radiators – although even those, as I reported at the time, cost around £140 apiece. Sadly, one of these later started leaking coolant where the aluminium core was crimped over one of the plastic end-sections, and although Rob is confident of a replacement under warranty, the fact remains that he will have to 'pay' for fitting it. Or in other words, do it himself.)

Perhaps the most significant survivor of all, though, was the frequently discussed and much misunderstood intermediate-shaft (or IMS) bearing. Urban mythology has it that these last about as long as an ice cube in a glass of Scotch, and in truth we will never

know if the one in Rob's engine was the original item, or a subsequent replacement. (Although the absence of any obvious damage to the end-cap and its three securing screws suggests that our previous so-called 'mechanic' had not been near it.)

But spinning that end-cap by hand revealed not the slightest play or roughness in the bearing still concealed within, and while it would be foolish to come this far and not at the very least to examine it, I for one would have to think quite long and hard about what to replace it with. I sincerely applaud the engineering that has apparently gone into the after-market EPS device showcased in this edition's how-to story (see pages

92–96), but at around £500 to buy that, against perhaps £20 or less for a generic common-or-garden ball race of the type that has lasted perhaps nearly 100,000 miles, I naturally tried gently to persuade Rob to take the cash-saving option.

In the end, as you will read in that how-to story, he decided quite sensibly to ignore me and to invest in the EPS solution, on the entirely reasonable grounds that one day he will need to sell the car, and then to show that it has been looked after at least while it was in his custody. Anyway, more on all this as and when – and in due course the rest of the vehicle, too. I'm sure there will be many valuable lessons to be learned from them.

## NEW APP COULD TAKE A WEIGHT OFF YOUR MIND

I've had an interesting e-mail from a *911 & Porsche World* reader, who signs himself simply as 'Prem', in response to my *Our cars* report in the February edition. In that, you will recall, I was 'fessing up to allowing the MOT on my 924S to lapse – the probably inevitable result of (my!) age, and still having too many other things to think about.

'I enjoyed your article in this month's edition,' he wrote. 'I share your fortunate problem of owning a number of cars and bikes, and so I too had issues regarding remembering when each one needed an annual MOT test,

road tax, insurance and so on.

'I now use the "Know Your Car" app. I use an iPhone, but I'm sure there will be an Android version if needed. Highly recommended for keeping track of all your vehicle details in just one convenient place.

'As a bonus, it finds most of the additional information needed from the registration number alone – and automatically sends timely notifications. It's free if you don't need all the add-ons – but just a few pounds more if you do.

'Please note that I have nothing to do with the

company that offers it. I just wanted to share a solution that I have found really helpful.'

Many thanks, Prem. Needless to say, I quickly and easily downloaded it from the App store on my own iPhone even while I was writing this piece, and it now contains the registration numbers of at least some of the Horton fleet. (You can upload details of five cars free of charge; beyond that you need to upgrade for a small one-off fee.)

I haven't yet fully explored its capabilities, but as a portable and pretty well instant reminder of those

important tax, MOT and insurance requirements – and with easy access to MOT history, as well – I'm sure it will be a real boon. I haven't worked out how to add reminders, either – although hopefully they will start to arrive as if by magic... I'll let you know, anyway!

No doubt there are many similar apps now available, but the free version of Know Your Car provides basic reminders for up to five vehicles, with extra 'slots' for a modest one-off payment



## BUDGET CRANKSHAFT SENSORS: SO FAR, SO VERY GOOD...

I have endured one particularly disappointing eBay buying 'experience' recently (wheel trims for my Mercedes Vito van; you people know who you are), but not this one. The two speed and reference sensors that I ordered from a vendor in Latvia for my E28-model BMW M535i turned up well within the promised fortnight, and although it will be some time yet before the engine is ready to run again, so far they are looking encouraging.

As so-called pattern parts they appear to be a satisfyingly close physical match for the genuine items –

which themselves are in electrical terms identical to those used in Porsches of the period – and the leads are the correct length (ie longer than the Porsche items, which I had previously been tempted to try as a temporary diagnostic fitment). Always a good start. It's a shame they are not both exactly the same as each other, and that one lead is a centimetre or so longer than the other, but that's a very minor point – and at only £86 all in for the two I am certainly not going to lose any sleep over it.

No less significantly, a quick test with my digital meter

across the relevant terminals – see photo – shows how easy it should be to get a reading from any possibly suspect sensors, and thereby to prove whether those might be viable or not. Now I just need to put everything else back together that will enable me at least to crank the engine on the starter motor, and see if I can get a spark at the plugs. Fingers firmly crossed, anyway.

On a slightly different note, I see that the same type of combined Mole wrench and slide hammer that I bought to help me extract the BMW's two original sensors is now

available from Sealey (sealey.co.uk) – which might be handy if that's who your

parts shop deals with. Mine came from Laser through Amazon, as I recall. **PW**



Reading of 600–1600 ohms (here 835 ohms) between these two terminals shows that sensor is good. Test leads on outer two pins should give reading greater than 1 mega-ohm, ie one million ohms



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**Porsche 964 M491 Carrera 4 3.6L 1994, Manual Gearbox, LHD, Midnight blue.**

**Porsche 911E 1972 2.4 Coupe "Oil Klapper", Manual Gearbox, LHD, Gold Metallic 88 with Brown leather interior.**

**Porsche 911T 1971 2.2 Coupe Manual Gearbox, LHD, Irish Green 1515 with Black interior.**

**Porsche 911T 1973 Coupe 2.4L, Manual Gearbox, LHD, Sepia Brown with Dark Brown interior.**

**Porsche 911T 1968 Coupe SWB, Manual Gearbox, LHD, Polo Red with Black interior.**

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# BUYERS' GUIDE

## 911 3.0 SC

The 911 3.0 SC introduced in Autumn 1977 was the second generation of the air-cooled sports car to feature the larger, "impact bumpers" and the first to benefit from galvanised body panels, and these two aspects arguably made it the first "modern" 911, and gave it wider appeal. It ran until 1983 when it was replaced by the all but identical looking 911 Carrera 3.2. The later car is widely considered the better model, but given that it might be slightly cheaper, is the SC the clever alternative?

Porsche wanted to rationalise the 911 range, hence the SC (standing for "Super Carrera", it's said) replaced the 2.7- and 3.0-litre Carrera models for the 1978 model year. Its flat-six engine was from the latter, but the Bosch K-Jetronic fuel-injected unit gained a new crankshaft with larger bearings, redesigned cam chain tensioners and electronic ignition, among other things. It produced 180bhp, which was 20bhp less than before, the shortfall said to be due to emissions

tuning, including a crankshaft pulley-driven air-injection pump to mix fresh air with exhaust gasses, to meet new regulations. However, torque was 196lb ft, slightly up, and the low compression ratio (8.5:1) meant the Porsche famously ran on 91-octane "two-star" petrol.

The same 915 five-speed manual gearbox was carried over but with higher ratios, the alternative being, for a year or so, the Sportomatic "clutchless" transmission. A brake servo was an important addition.

The SC, available, as a coupe or in Targa form, was usually delivered with Sport equipment, these models having the Turbo's large tail wing, a front spoiler, uprated shock absorbers and 6Jx16-inch front and 7Jx16-inch rear wheels of the classic Fuchs design wearing Pirelli's then new "low profile" P7 tyre in 205/55 and 225/50 sizes. Standard cars ran 15-inch rims of these widths, the 'cookie cutter' style, with 195/70s and 215/60s.

In mid-1980 power rose to 204bhp, but this, facilitated by a raised compression ratio, brought with it a need for higher-octane fuel. At this point a number of detail changes took place: side flashers appeared on the front wings (a good aid to identifying a 204bhp car, although the wings could have been fitted to an earlier car), the previously optional blacked out rather than chrome window surrounds became standard, the original standard-fit tartan check seat material gave way to the eye-catching Pasha cloth (but was only used for a short while before being replaced by a more sober material), and a centre console was fitted.

The final change was the introduction of the third body shape, the cabriolet, a full convertible, good looking and with the option of electric opening and closing. It appeared in Autumn 1982, although right-hand-drive cars did not reach the UK until January 1983, just six months before the end of SC production.

### USEFUL TO KNOW

**Auto Umbau Porsche**  
A Bedfordshire classic Porsche specialist for a number of years, and steeped in earlier 911s. Offers sales and servicing/repairs, and is our technical adviser for this Buyers' Guide  
[classicporscherepairs.co.uk](http://classicporscherepairs.co.uk)

**Design 911**  
This Essex-based parts specialist has a wide range of OE and also original quality parts, plus tuning equipment  
[design911.com](http://design911.com)



### OVERVIEW

'I think that if driving the cars back to back, most people would prefer the SC,' says Robin McKenzie of Silsoe, Bedfordshire-based impact bumper Porsche specialist Auto Umbau, and a great advocate of the model. 'It's the forgotten hero – the 3.2 was strengthened up in the body and is heavier, and feels lazier to drive. The SC is much livelier.' Unsurprisingly, corrosion is the SC's biggest problem. 'Although the body is galvanised, the build up of dirt has caused areas of serious corrosion,' Robin warns.





## SPECIFICATIONS

Porsche 911 3.0 SC

**Engine:**

**Max power:**

**Max torque:**

**Transmission:**

**Brakes:**

**Wheels:**

**Tyres:**

**Weight:**

**0-62mph:**

**Max speed:**

**Fuel consumption:**

Technical data from Porsche, performance figures from Porsche; models prior to mid 1980 are 180bhp

2993cc air-cooled flat-six  
204bhp at 5500rpm  
195lb ft at 4100rpm  
5-speed manual/3-speed Sportomatic semi-automatic  
Vented discs front and rear  
(front, rear, Sport): 6Jx16-inch, 7Jx16-inch  
(front, rear, Sport): 205/55 VR16, 225/50 VR16  
1123kg  
6.5sec  
141mph  
16.1-23.3mpg

## WHAT YOU'LL PAY

**£10,000-15,000:** Basket case, perhaps even for spares only

**£15,000-£20,000:** The price for running but scruffy coupe and Targa SCs

**£20,000-£30,000:** Average condition but will need work to bring them up to scratch

**£30,000-£40,000:** If you want an issue-free car with minimal rust, this is what you pay

**£40,000-£50,000:** Sub 50,000-mile cars, near pristine, offered by classic specialists

## THE PROBLEMS

### Engine

The 911 air-cooled engine suffers well known problems. 'The most common issue with these engines is oil leaks, usually from cam covers, cam chain covers, the four oil tubes or the pipework going from the engine to the oil reservoir,' Robin explains. 'And SCs don't have an undertray to catch the oil drips.'

Engines often doesn't start easily, due to failed warm-up regulators. Once running, the motor may smoke considerably, which may or not be serious, as Robin explains: 'The SC engine will smoke on start up, which is normal due to engine oil seeping past the pistons and being burnt away, and on cars unused for a long time the oil can even take a few hours to burn. Once the exhaust smoke is clear, drive the car - if it then smokes under load, it has worn valve guides and or piston rings, and will need rebuilding.'

### Transmission

The 915 gearbox is seen as inferior to the G50 'box fitted to the Carrera 3.2 in 1987, but Robin feels it

is underrated. 'Worn bushes in the linkage between the gearstick and the gearbox, along with worn synchromesh rings, especially on first and second, and broken dog teeth have given the 915 a bad name,' he points out. 'But having the gearbox rebuilt and set up properly transforms the driving experience.'

### Exhaust

The SC's original exhaust was mild steel and will almost certainly have rusted away by now, the back boxes rotting from the inside out due to the water formed when the engine was started. Heat exchangers rust, and allow the oil dripping off the engine to get inside the heat exchanger, and the smoke from the burning oil to be blown into the cabin. A stainless steel system may well be fitted: 'Put a magnet on it,' says Robin. 'It should not stick - if it does, the system is mild steel.'

### Brakes and wheels

'Check if the car pulls to the left or right under braking,' Robin suggests. 'If it pulls to one side, it is likely that you will simply have to take the pads out of the caliper on that side and clean up the pin

set.' Fuchs wheels in poor condition are expensive to refurbish. 'This is because few companies can restore them to the correct anodised finish,' Robin insists. 'Many have instead been turned on a lathe, polished and lacquered, but while this is much cheaper, it does not last, because the aluminium oxide lifts the lacquer and the wall thickness is decreased and therefore weaker.' Bear in mind that suitable, Porsche homologated tyres for this era of 911, such as the Pirelli P7 N4, cost £1000-£1100 for a set of four.

### Bodywork

The main areas to check are the front inner wings, the outer wings, the door catch plate on the lower B posts, around the windscreen, especially at the bottom, the rear screen at the lower outer corners, and the inner rear wings. Also lift the engine lid and check the inner wings above the light clusters. Check the small brackets that hold the oil-cooler pipe down the length of the side sill, because the corrosion doesn't just affect the bracket, it also means there could be holes in the middle sill panel. An SC that hasn't had any significant bodywork, will almost certainly need it. **PW**



# SOLD AT AUCTION

With the international auction scene quietening down by Christmas, we took the opportunity to take a look back at four interesting Porsches sold throughout 2019 that space didn't allow us to highlight at the time

## PORSCHE 911 CARRERA 2.7 RS "TOURING"

In the custody of the seller since 1991, this 911 Carrera 2.7 RS was originally delivered to a Mr Kurt Swigler, a resident of the lakeside community of Gwatt, Switzerland, on 19th April 1973. It was one of just 1308 "Touring" (option M472) versions, and one of only 42 finished in Bahia Red (1313). It was trimmed with a black interior with charcoal carpeting and finished with wheel centres painted red to match the body. It was ordered with an electric sunroof (M650), power windows (M651), Sport seats upholstered in black leatherette and Perlon corduroy and fitted with stiffer springing on the driver's side (M405), a pair of headrests (M258), a limited-slip differential (M220), electric radio antenna and speaker package (M441), under-bumper H3 white fog lamps (M458), and a Webasto gas heater (M060). Pirelli tyres were also specified.

It was sold by Mr Swigler to British classic car dealer David Alston of Milton Keynes in early 1989. Soon afterward, it was sold to a Mr R Jaynes of London, who enjoyed the car for three years before selling it to another London exotic car dealer, Mark Pulicino Classics. On 10 June 1991, the current owner – then living in London – acquired the car from Pulicino, by which time it had accrued 65,600km (41,000 miles). In 1994 the seller relocated to Waltham, Massachusetts, and arranged shipment of his Porsche to the US

through the Port of Houston, Texas, where it was picked up and remained with compliance specialist Wallace Testing Laboratories. The owner noted that 'at 22 years of age, it was still a few years shy of legal importation as a classic car. On 11th April 1994, Wallace Labs obtained NTHSA approval that the car could be released to me. I had it transported to Massachusetts where it stayed until I moved to Arizona in October 2013.'

Soon after its arrival in Massachusetts, a new clutch was installed, along with modern oil-fed Carrera-type chain tensioners, new heat exchangers, and a new muffler. While the internal structural parts were found to be in good condition, a front wing and a left-hand door skin were replaced and repainted by West Foreign Auto Body of Natick, Massachusetts. This also required application of a new OEM black Carrera script. In 2012, the owner commissioned a full engine overhaul by European Performance Engineering, also in Natick.

A few comfort and convenience upgrades were made by the current owner, including replacement of the standard gear lever with a factory short-shift kit; the original parts were retained and

### PORSCHE 911 CARRERA 2.7 RS "TOURING"

Sale lot no: 155

Year: 1973

Chassis no: 9113601048

Engine no: 6631014

Gearbox no: 7830984

Auction: RM Sotheby's, Arizona Sale

Where: Arizona Biltmore Resort & Spa, Phoenix, USA

When: 18th January, 2019

Pre-sale estimate: \$400,000–\$500,000 (£289,100–£372,700)

Sold for: \$467,000 (£348,100)

included. The seller had recently replaced the shift linkage coupler. The radio installed by the first owner has been replaced with an AM/FM/SW/cassette head and a pair of Pioneer speakers placed in the front kick panels.



Like many 911 2.7 RSs, this one is well travelled having originally been delivered to its first owner in Switzerland, before coming to the UK and than finally ending up in the US

## PORSCHE 550 RS SPYDER BY WENDLER

This well documented Porsche 550 RS Spyder enjoyed motorsport success on an international scale at the hands of a number of celebrated drivers. Chassis 550-0082 was completed in March 1956, the ninth from last of just 99 of its type produced, and was delivered new in Belgium's racing colour of bright yellow to the racing team Ecurie Nationale Belge.

It was raced extensively by many noted amateurs, including Claude Dubois, Christian Goethals, Georges Harris, Freddy Rousselle, Georges Hacquin, Alain Dechangy, Yves Tassin and the celebrated female driver Gilberte Thirion. The car's most significant event was the 1957 24 Hours of Le Mans, making it just one of 10 550 Spyderys to contest the fabled race. Unfortunately, Dubois and Hacquin were disqualified after pitting to add oil on the 70th lap in a year that saw over half the field drop out. However, this was 550-0082's only DNF of the season, and it continued to see similar success throughout 1957. After two hillclimb victories at Roche aux Faucons and Charreau de Lefte in, the car secured a pair of third place finishes at the Grand Prix de Spa and 1000km Nürburgring, finishing behind two other 550 Spyderys, and a second place finish at the

Grand Prix des Frontieres at Chimay.

From 1958 through the early 1960s, 550-0082 was owned by Jacques Thenaers, who ran it in hillclimbs, minor races and rallies. It was re-bodied as a coupe by Apal and fitted with a 2.0-litre Carrera engine after being purchased by Edmond Pery from Ecurie Francorchamps around 1965, and subsequently sold to Belgian racing driver Pierre Bonvoisin.

Sold to a Mr Michaelis of Embourg, Belgium in 1970, at this time the car had an S-90 engine. In his ownership, the car was taken off the road and stored for some 20 years. After passing through Philippe Jegher's of Esneux, Belgium, 550-0082 was purchased by Corrado Cupellini of Bergamo, Italy, in March of 1989 missing both its engine and Apal bodywork, before passing to Bruno Ferracin in May of 1995

The car was later purchased by Peter Ludwig of Germany in January 2000, and a comprehensive restoration, which included producing new bodywork and sourcing a correct series engine and transaxle,

### PORSCHE 550 RS SPYDER BY WENDLER

Sale lot no: 156

Year: 1956

Chassis no: 550-0082

Body no: 90054

Auction: RM Sotheby's, Paris Sale

Where: Place Vauban, 75007 Paris, France

When: 6th February, 2019

Pre-sale estimate: €3.8m–€4.3m (£3.18m–£3.58)

Sold for: €3,042,500 (£2,536,100)

was undertaken by Porsche Zentrum Würzburg in 2000 at a cost of nearly €100,000. The car participated in the 2001 Mille Miglia Storica; the Fuhrmann four-cam engine was rebuilt in 2003.



This well known 550 RS Spyder didn't make its estimate, but still sold for over £2m



## PORSCHE 911 GT3 RS 4.0 (997)

Said to be the final and most expensive example built, this GT3 RS 4.0 bears the serial number 009 and was built for comedian and Porsche collector Jerry Seinfeld. He worked closely with Porsche Exclusive to build a car suited to his tastes and preferences, one that would stand out from the crowd to the true enthusiasts but fly under the radar while out and about.

According to its accompanying Porsche Certificate of Authenticity, the car was finished in Black with a matching Black interior. Along with Porsche Ceramic Composite Brakes (PCCB), the wheels were painted in GT Silver Metallic, and the standard body stripes deleted, replaced with subtler "RS 4.0" decals at the front corners of both doors. A high-gloss bare carbon-fibre bootlid is mimicked at the back with a matching carbon rear spoiler with contrasting white "Porsche" lettering, along with matching carbon side mirrors. No other 4.0 left the factory with bare carbon-fibre bodywork.

Inside, the 911 GT3 RS 4.0 is normally a study in minimalism and awash in Alcantara, but Seinfeld clearly chose to reverse

this and went about luxuriously trimming the car in leather wherever possible, save for the headliner. As such, the steering wheel, sport bucket seats (without "RS 4.0" logos), door panels, dashboard, steering column trim, and gear shift (which, along with the brake handle, are of Seinfeld's own design) are trimmed in black leather, beautifully contrasting with GT Silver stitching throughout, matching the wheels.

Other options include the Front Axle Lifting System, Sound Package Plus with Bluetooth Phone Interface, Sport Chrono Package Plus, and PCM with Extended Navigation. With production completed on 23 December 2011, this is said to be the most expensive GT3 RS 4.0 built, with a price of \$245,515. The final touch was

### PORSCHE 911 GT3 RS 4.0 (997)

Sale lot no: 325

Year: 2011

Chassis no: WPoAF2A9oBS786000

Engine no: 61B32027

Gearbox no: 2004173

Serial no: 009/600

Auction: RM Sotheby's, Monterey Sale

Where: Monterey Conference Centre, California, USA

When: 17th August 2019

Pre-sale estimate: \$500,000–\$600,000 (£372,700–£447,200)

Sold for: \$665,000 (£495,700)

Seinfeld's personalised New York license plate: "MEZGER." Delivered to Mr Seinfeld in January 2012, the car remained in his ownership until June 2017, during which period it was driven 5000 miles.

Ex-Seinfeld 997 GT3 RS 4.0 features a mega spec and sold big at £495,700



## PORSCHE 356A DELIVERY "KREUZER"

Working with artist Byron Kauffman of Daytona Beach, Florida, John Dixon of the Taj Ma Garaj sketched out a 911 with a delivery body that would provide the rear-engined car with a relatively vertical, side-hinged cargo door and plenty of storage space. After deciding that the low-slung 911 didn't lend itself to the concept as well as the 356, Dixon entrusted Bob Bennett of Bennett's Rod Shop of Dayton, Ohio, with bringing his idea to life. The car would eventually become known as the Kreuzer (Cruiser).

They began with a Reutter-bodied 1958 US market 356A that had left the factory finished in black over red leatherette upholstery and equipped with a sunroof.

Bennett's kept the car standard from its B-pillar forward and extended its roofline to create a nearly vertical rear section. The stock rear wings remained intact and are capped with standard Porsche tail lights, a careful touch that makes the car look as though it could have left Germany with just those lines. A 356 engine grille sits over functional louvres to keep the rear-mounted engine cool.

The finish is glossy black paint with chrome Rudge wheels, with a fifth mounted under the front bootlid, as well as attractive GT bumpers. Inside, the dashboard (with VDO gauges), door panels and driver's seat are trimmed with red leatherette, while a folding cane jump seat for the front passenger is a nod to its commercial vehicle intentions, even

if the only things the van delivers are laughs and smiles. Behind the front seats sits an unadorned storage area with leather straps designed to hold a suitcase. Rubber mats cover the car's floors.

Incredible period details abound, including a fan with ivory-coloured blades mounted to the headliner to keep the driver cool, rare analogue clock within the rear view mirror, tinted driver's side sun visor, and cigarette dispenser, for those particularly stressful last minute deliveries.

The Kreuzer includes a period-correct 1600 Type 616/1 engine, though it is currently not installed. A 356A transmission remains in the car, ready to be mated with the engine.

So convincing was the Kreuzer that *Excellence* magazine chose to feature it as an April Fool's hoax in 2005. The magazine claimed that the car was the only

### PORSCHE 356A DELIVERY "KREUZER"

Sale lot no: 375

Year: 1958

Chassis no: 104507

Auction: RM Sotheby's, The Taj Ma Garaj Collection Sale

Where: Taj Ma Garaj, Dayton, Ohio, USA

When: 28th September, 2019

Pre-sale estimate: \$100,000–\$150,000 (£75,000–£112,500)

Sold for: \$86,800 (£65,100)

remaining example of three originally built by the factory. Dixon got in on the joke with a humorous mock-up Porsche Certificate of Authenticity that lists features such as "zigaretten" and "passenger seat delete." A real Porsche CoA for the original donor car is otherwise included. The Kreuzer was shown at the 2015 Dayton Concours d'Elegance, where it earned an Award of Excellence, with plenty of room to spare for additional trophies.



Dreamt up by John Dixon of the Taj Ma Garaj, in Florida, this 356 delivery Kreuzer fell some way short of estimate





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P0320/056

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P0320/012



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£51,995

P0320/014

911



## 1998 911 996 Carrera 2

3.4 manual in metallic silver with full black leather interior. Only 98,000 miles and service history, drives superb and is in excellent condition, MOT until March 29th 2020, factory options include limited slip diff, sunroof delete, electric windows and mirrors, ABS, airbags, GT3 wheels, air conditioning (although not cold), new Bilsteins/ battery/brakes. Tel: 07971 870528. Email: matthewaspley@yahoo.com (Monmouthshire).

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P0320/008

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## DEALER TALK:

# EPORSCH

Being made redundant from a bank was the reason, and selling his 964 made it financially possible for Roly Baldwin to establish his Porsche sales and repair company 17 years ago



### What and when was your first Porsche job?

My first proper Porsche job was at Eporsch, the business I created in 2003, but before then I'd spent many years as an enthusiast, tinkering with my 964. I rebuilt my own car's Targa roof and later did the same for a friend I met on one of the 964 forums. He gave me both help and the impetus to start Eporsch.

### Where have you progressed to since then?

I briefly ran Eporsch from home until the opportunity arose to move next door to GT One in Chertsey. In 2013 Eporsch moved to a larger site in Oldhouse Lane, Bisley, which soon became too small for both servicing and car sales, so in 2015 we opened a second site in Bisley for car sales and Oldhouse Lane became our workshop. In 2017, my business partner Dean Horvath and I created a new business, Spyder Performance, to supply high quality aftermarket Porsche parts.

### What's the cheapest, and most expensive Porsche you've had in stock recently?

The cheapest Porsche is usually going to be a 986 Boxster but we recently had a 944 2.5 in need of some love, which was pretty cheap too at £3000. The most expensive car we sold in 2019 was in the £60,000s, a 356B which one of our service customers brought back from Australia in the 1990s. It will be returning there in due course.

### If you were buying your "first Porsche" today, what would it be?

It would be a 997. They look so good and drive so well.

### What warranty do your customers get on cars they buy?

We provide our Porsche

customers with our own "In-house" warranty because the third party products we've used in the past can be unreliable. These days, any major work would be done in our workshop – that way we can control costs and give better value.

### How many of your customers come back to you for another Porsche?

It's always nice to take back a car we've sold, and some customers do come back for another.

### What's presently the best value used Porsche?

The 996 is excellent value. Obviously, it's the cheapest 911 range overall but it's now well past the bottom of its depreciation curve. Naturally there will be maintenance costs but there are plenty of reasonably priced Porsche specialists and good quality aftermarket parts suppliers. Our own Spyder Performance products come at a fraction of the cost of OEM so replacing the exhaust system, for example, is now much more affordable than it once was.

### Which is the used Porsche everyone wants?

Porsche people are still very much into the earlier, air-cooled cars but for many, these vehicles are no longer affordable. The 911 has been the iconic model for so long it's hard to see it being replaced any time soon. The Turbo of any 911 generation is highly desirable with loads of power in a relatively accessible, usable package.

### Name a Porsche model you think will make a great financial investment

At some point, internal combustion (ICE) engines will become politically incorrect. With the rollout of electric vehicles already happening, the desirability and numbers of

petrol cars can only decline. Long term, I'm not sure whether ICE cars will be great investments, but I'd like to be proved wrong.

### Name a car you recently sold, but wanted to keep for yourself

We recently sold a lovely low mileage, left-hand drive 993-model 911, which had me reminiscing about my first 911, which was also LHD.

### What was your first Porsche?

In 1998 I bought a LHD, 1990 964 Carrera 4 Targa. I can still remember the feeling of excitement it gave me, driving home in the sun. I did 50,000 miles in the car over the next five years, drove all over the UK and Europe with few problems and eventually sold it to set up Eporsch.

### What is your all-time favourite Porsche?

The answer changes, but today I'll go with a 964 Turbo, with some performance mods. Incredible looks, crazy performance for its day and with little help if it all goes wrong. A proper driver's car that few would be able to use on the limit but also a car my mum could take to the shops.

### What car do you drive everyday?

My current smoke is a diesel BMW but I'd like to replace it with a plug-in Panamera.

**Contact**  
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## PICKED OUT FROM THE CLASSIFIEDS: 964-MODEL 911

In Dealer Talk, Roly Baldwin tells how he sold his 964 17 years ago to start Eporsch, so what would it cost him to replace it now? Prices start at about £40,000 for private sales, and we saw this metallic grey 911 Carrera 4 with linen and leather trim from 1989, making it a very early 964. It was offered by long established Edinburgh Porsche independent Dunn, and priced at £53,911 over the Christmas period.

If you wanted a car that had had money thrown at it, this was a good candidate: glass-out body respray, engine rebuild, suspension set up and more. It boasted lots of services – and lots of owners, too, eight of them having enjoyed this air-cooled modern classic!





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## AUCTION/SHOWROOM/CLASSIFIED

## MARKET WATCH

Towards the end of 2019 an increasing number of premium classic Porsches were failing to find buyers at auction, both international and local. David Sutherland looks at what did and didn't sell, and wonders why: excessively high reserves, or simply a weakening market?



The Porsche auction market has been going through a rough patch. Bonhams MPH 914 selling for just £8437

It is not just super wealthy collectors for whom price means nothing that buy high end modern and classic Porsches. They are also purchased by speculators who finance their operation with other people's money, and who need to see a short term rise in their acquisition's value to put food on the table. And as the car market went into its usual Christmas wind-down many of them must have been worried, because in November and December at one auction after another Porsches failed to sell. Not good for sellers relying on price appreciation to make the final "balloon" payment on the loan.

While sales seemed brisk enough in the summer, particularly at Pebble Beach in August, autumn saw prospective buyers become reluctant to bid up to the reserve. It could have been that reserves had been set too high, but the established auction houses are pretty good at suggesting realistic levels and persuading consignors to go with them.

RM Sotheby's spoke of the

£9.4m revenue and 72 per cent hit rate on sales its sale at London's Olympia on 24th November, but of the 14 Porsches entered, the headline cars expected to make the most did not sell. A 911 Sport Classic from 2010 – one of Porsche's early "investment specials" – carried a pre-sale estimate of £250,000–£300,000 but did not sell. A 1998 997-model 911 Carrera RSR expected to make £430,000–£480,000 and a 1990 962C race car with a £1m–£1.5m estimate also failed to find buyers.

A week later RM was in Abu Dhabi for its first ever Middle East sale with a headline grabbing collection including Michael Schumacher's 2002 Ferrari F1 car and the Jaguar from the James Bond film Spectre, and there it sold a 911 Carrera RSR 3.8 for £603,000 including buyer's premium (See "Sold at Auction", February 2020 issue) and also a Singer "reimagined" 964-model 911 for \$825,000 (£632,400). Unfortunately the other five Porsches offered did not sell.

Another 911 Sport Classic, with a \$450,000–\$600,000 estimate (£345,000–£460,000) did not reach its reserve. The story was the same for a 2011 911 Speedster (\$300,000–\$350,000/£230,000–£268,300), a 918 Spyder (\$1m–\$1.25m/£767,000–£958,000), a 1973 911 Carrera 2.7RS (\$750,000–\$850,000/£574,900–£651,600) and a 2019 911 GT2 RS Clubsport (\$450,000–\$650,000/£345,000–£498,300).

Bonhams hosted two pre-Christmas auctions, its customary Bond Street sale in early December, preceded by two in late November, and as far as Porsches were concerned it's hard to call them anything other than damp squibs, with just five out of over 20 cars hammered down to buyers. Those that did sell were towards the bottom of the classic Porsche price range: a 1972 914 (£8437), a 1981 911SC Targa (£20,812), a 1988 944 (£8775) and a 1960 218 Tractor (£18,975). The big ticket casualties at Bond

Street included a 918 Spyder with a £850,000–£950,000 estimate, and while the singer Jay Kay had been thinning out his Porsche collection during 2019, there was no joy for him at Bonhams, his 1973 911 2.7 RS "Lightweight" (£750,000–£850,000) and 2004, 2004-mile Carrera GT (£650,000–£750,000) going nowhere other than back to his no doubt generously sized garage.

Away from international auctions, Brooklands-based Historics Auctioneers found conditions similarly tough at its November sale, where six Porsches were presented. However, it did sell three of them, and the seller of a 1973 911T got a pleasant surprise when the bidding stretched to £62,720, £4720 above the top estimate, and a 1976 911 2.7 Lux made £33,000, midway in its estimate band. But the bidding wasn't enthusiastic enough to shift a 1979 930-model 911 Turbo with a £68,000–£75,000 expectation, nor a 1971 911T at £72,000–£85,000.

'The classic Porsche

market has had a rather tumultuous 18 months,' commented Auction Negotiator Mathew Priddy of Historics Auctioneers. 'Long considered the stalwart of the classic car market, the Porsche marque suffered a wobble of confidence. Porsche saw a huge swath of interest from investor buyers and this was something sorely missing from the market place recently.'

However, he takes an optimistic view for the near future: 'As with most markets interest is cyclical and with the green shoots of recovery in evidence, it promises to be a short-lived wobble of the German marque that will soon provide strong prices at auction again. 930 Turbos, for instance, are still some way back on their values from 2016, but they are still considered by many to be a Holy Grail and as such we expect prices for fine examples to return in 2020.'

Whether by luck or judgement, Silverstone Auctions fared best in the pre-Yuletide scramble for buyers. At the Classic Car Show at Birmingham's NEC in November the Warwickshire-based outfit presented seven Porsches and sold four. Interestingly, the majority model was the 928, a 1989 928 GT at £20,813 and a GTS for £29,250, two of the same models unsold.

Late 2019 was not good for classic car auctioneers. As the international auction circus gets on the road for 2020, those involved will be hoping the end of winter brings better trading conditions – but meantime, it's great news for buyers!



Bonhams MPH, 944, £8775



Historics 911 Lux, sold for £33,000



Historics 911T, sold for £62,720



RM Abu Dhabi, 918 Spyder, unsold



Silverstone Auctions 928GTS, £29,250



## CLASSIFIEDS

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## 911

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**£59,995** P0320/051**911 997 Carrera 2S 3.8**

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**£23,250** P0320/049**930 Turbo SE original RHD Flatnose**

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## 911

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**£12,000** P0320/024

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**981 Boxster 2012 for sale**

Stunning 2012 Boxster 981 2.7 manual for sale, finished in Basalt Black metallic with black leather interior, 30,000 miles from new. Full service history, and in exceptional condition, 20" Carrera Classic alloys, computer, electric windows, in-car entertainment, radio/CD, phone connectivity. This car looks and drives like new and that flat 6 growl can't be beaten. Tel: 07837 107436 (Cheshire).

**£26,450 ono** P0320/029

## CAYMAN

**2006 Cayman S Tiptronic 3.4**

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**£13,995** P0320/013

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911 SCR	WAG 944S
VNZ 911	A993 XXX
WBZ 911	P993 POR
POR 911K	POR 997T
POR 911N	TON 997X
POR 911Y	GT03 AWH
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**£995** P0320/004

## LEZ 911

**'LEZ 911' registration for sale**

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

**£3500** P0320/021



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

911 CARRERA 996 C4S TIP \* 2002 '52' \* 55,458 MILES \* £23,995



**B**eauty is of course in the eye of the beholder, but as time passes opinions change: the 996, which was execrated by diehards when it was launched, is now widely appreciated for its slim, classically 911 lines and, by today's standards, its modest dimensions. There was one version, however, which garnered almost universal approval and that was the C4S, the wide body 911 whose Turbo panels and wheels filled out its flanks endowing this 996 with an altogether more purposeful look which in many eyes has also aged well. This late 2002 model is a case in point.

Originally commissioned by Lancaster Porsche in Bow for an owner living in E11, it went on through a further seven keepers in the ensuing seventeen years, living initially in the eastern home counties before moving to the south west side of London. Its modest mileage is supported by a fully stamped service book and an unusually complete set of invoices covering the work done over this period which, remarkably, each successive owner seems to have kept up. At some point the 996 has undergone a significant respray – betrayed by a hint of overspray on the door stays, but the new paint has been well blended. The bonnet has a new catch and struts and has been either repainted or replaced. Its identification label has in any case been put back correctly. Externally the car is very smart with only a couple of minor stone chips at the front visible on close investigation. Boot, complete with (unused) spare wheel and tools is very clean as is the

showroom standard engine compartment. P-Zeros and brakes all look quite new and an invoice shows the wheels were refurbished in 2017. The most recent service carried out in 2019 by Purely 9 of Yateley, checked bores and carried out an oil analysis, both of which received clean bills of health, as did the RMS. Corroded exhaust fittings were also replaced.

The cabin is the same standard as the exterior: once again a 996 with the full leather treatment has survived the passage of time far better than the plasticity ordinary interior. Here the signs are once again that this C4S has not only been driven sparingly, but its owners have been careful. Facia and other wearing surfaces still impart that slightly granular feel these materials have when they are new. A top-of-the range car, this C4S has sports seats, automatic A/C and sunroof; offsetting the dark upholstery is the attractive aluminium finish of the instrument panels. For many, the C4S will offer a far superior driving environment to a refurbished 911 of twenty years earlier costing over twice as much.

A brief run in this 996 quickly demonstrates how effective all this attention has been: the five-speed Tiptronic responds smartly to the accelerator and shifts are smooth; handling has the tautness and precision of a far newer 911, the hydraulically assisted steering is sharp, and the car tracks and brakes in a straight line. Broken road surfaces provoke neither rattles nor groans of protest from underneath and ride is surprisingly comfortable. Vendor Ashgood is only a couple of miles from Heathrow and the airport's heavy traffic and

## CHECKLIST

### BACKGROUND

The wide body originated with the Turbo and the need to enlarge the 911's wings to accommodate wider track and bigger tyres. The 'Turbo-look' became a Porsche option during the 1980s, disappearing briefly (except for the proper Turbos) on the 964, but resurfacing with the later 993 where 'S' denoted the wide body. A popular (and lucrative) derivative, especially the C4S which also offered much of the Turbo running gear, for the 996 Porsche dispensed with the C2S and made the C4S the top of the range (non-Turbo) 996, introducing it with the facelift in MY 2001. Using the wider Turbo shell with its deeper front and rear valances and 4wd transmission, the handsomely fitted C4S succeeded comfortably in establishing itself as a model in its own right rather than a pretend 996 Turbo.

### WHERE IS IT?

Ashgood Porsche, Stanwell Road, Horton, SL3 9PA  
01753 680558 [ashgood.co.uk](http://ashgood.co.uk)

### FOR

Exceptionally presented wide body with limited mileage and fine interior; full & documented service record

### AGAINST

Tiptronic slightly blunts performance

### VERDICT

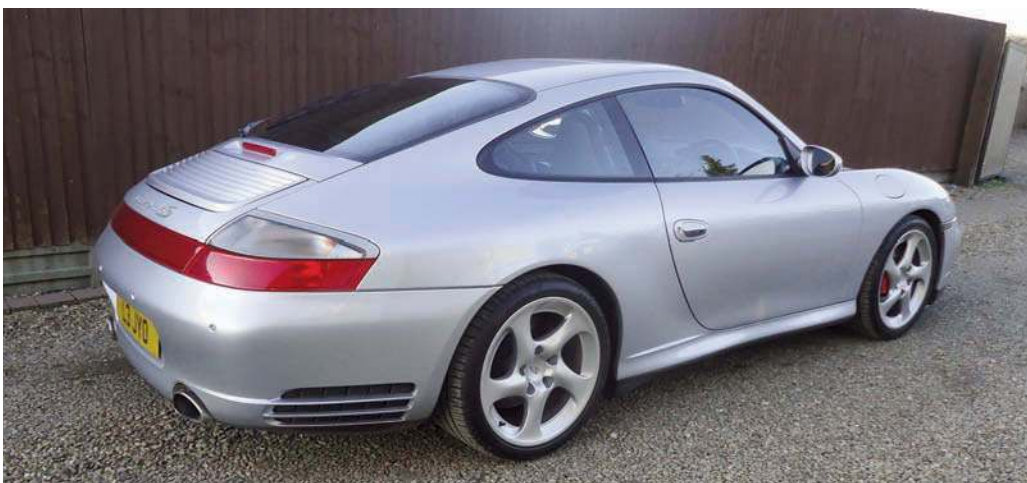
C4S is the most sought-after 996; asking price reflects its remarkable condition

### VALUE AT A GLANCE

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

unprepossessing environs are hardly natural 911 country, yet this nicely upholstered and, when required, almost serene 996, aided and abetted by its enthusiastic flat six and compliant auto 'box, is a car you just want to keep driving.

Porsche clearly pitched the C4S as 'the one to have' and this example which has covered only 10,000 miles since 2012 (when it was sold for £20,495) is unlikely to depreciate much if it continues to be looked after. Perhaps not the 996 for the purist – wrong body and transmission, this C4S is nevertheless a striking and well-appointed early water-cooled 911. **PW**





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**RS66 WOW**  
**RS66 WOW****'RS66 WOW' for sale**

The perfect registration plate for an RS Porsche! Looks superb on a car - WOW! Makes an outstanding car even more distinctive, on a retention certificate so available immediately. Tel: 07921 244940. Email: [steve@stepheng.f2s.com](mailto:steve@stepheng.f2s.com). **£1300** P0320/002

**Personal registration 'P911 JYE'**

Private plate ideal for your Porsche 911 owner or partner name Jayson, Jayne, or Jay?? Superb cherished reg number held on a DVLA Certificate of Entitlement, ready to be assigned straight on to your vehicle, or you may choose to keep it on the certificate for up to 10 years, you can also renew it for another 10 year period one month prior to the expiry date (free service offered by DVLA). The price in the listing is the price you pay and includes the £80 DVLA fee, please note that this registration can only be assigned to a vehicle registered August 1996 onwards, actual pair of number plates are *not* included. Any questions please contact me, sensible offers considered. Tel: 07703 185814. Email: [simon.turner8@hotmail.co.uk](mailto:simon.turner8@hotmail.co.uk). **£900** P0320/011

## REGISTRATIONS

**Porsche/Boxing Champions registrations**

'PO13 SCH', this registration speaks for itself; 'HW13 OXR', any Heavy Weight boxers or anyone with HW initials looking for a registration for a Boxster; 'WC13 OXR', any World Champion boxers or anyone with WC initials looking for a registration for a Boxster. All on retention certificates with fees paid, £1250 each or £3000 for all 3. Tel: 07875 178704. Email: [sf1962@btinternet.com](mailto:sf1962@btinternet.com). **£1250** P0320/007

**EIB 944****Private number plate 'EIB 944'**

On retention, document ready for immediate transfer on to your car, ownership transfer paperwork cost approx £80 with DVLA. Tel: 07789 004916. Email: [james.bainbridge@sollich.co.uk](mailto:james.bainbridge@sollich.co.uk). **£2000** P0320/054

**WRO IM****'WRO 1M'**

On retention, offers around £895. Email: [mike@zorinenergy.com](mailto:mike@zorinenergy.com). **£895** P0320/023

**'JUST HOT' it is Just Hot**

Classic plate for your Porsche, 'Just Hot', the finishing touch and takes away the car's age. Held on retention, so a simple process, terrific investment, an appreciating asset, bargain. Email: [bigfan@gmx.com](mailto:bigfan@gmx.com). **£4999** P0320/006

**SWANN or SWAN**

MIO SWAN (My Swan), super number plate for anyone named SWANN or SWAN. It isn't often that you can get a perfect name plate, so grab this whilst you can. On a long running retention certificate, would make a nice present, put it on the car now or save it for later, at just £1799 it is a real bargain. Excellent investment for the future, pass it on to your children, get in touch now. Tel: 07858 580557. Email: [saltydog1@yahoo.com](mailto:saltydog1@yahoo.com). **£1799** P0320/025

## REGISTRATIONS

**B2XTA****Porsche Boxster number plate 'B2XTA'**

Perfect plate for your Porsche Boxster. Tel: 07799 853183. Email: [benbennington267@hotmail.com](mailto:benbennington267@hotmail.com). **£1500** P0320/053

**GT03 DKT****'GT03 DKT'**

On retention. Tel: 07711 713479. Email: [bschalmers@hotmail.com](mailto:bschalmers@hotmail.com). **£350** P0320/022

## PARTS

**Used parts for early Porsche 911**

Drive shafts G-50s; anti-roll bar rear; gear shift linkage; Bosch fuel pump and filter; fuel pump lead; oil tank filler neck and cap; Bosch ignition box 0227200001 serviced; drive flanges; rev counter and speedo (early cable drive); temp gauge; clock; heater cables 90142470105; rear corner seals. Other parts available. Tel: Rob, 07989 407993. **£1500** P0320/030

**996 wheels for sale**

Set of Porsche wheels, front 7.5J x 18" ET52, rear 9J x 18" ET50, they are in good condition. Ideal for track day use, or with winter tyres, tyres included are legal but past their best. Tel: Andy 07751 468500 (Worcester, Midlands). **£500** P0320/031

**Fuchs wheels**

Genuine Porsche Fuchs alloys (not replicas), two 7"x16", five 6"x16", original anodised finish, six in excellent condition, one 6" needs refurb, black centres, all with 911 part nos. Sensible offers please. Tel: 01949 861421 (Leicestershire). **£1950** P0320/032

**968 Club Sport**

3 disc brake black calipers, need refurbish, buyer collects or carriage extra. Tel: Ken Coad, 01923 262960 (Watford). **£300** P0320/033

## 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** P0320/003

**Steering wheel multi function**

From 911 991 gen 1, it's like new having steered only 20K miles, with fittings, taken off car by local Porsche dealer having swapped it for a Sport wheel. Tel: 07714 300112. **£600** P0320/034

**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** P0320/035

**Cayenne Winter Snow and Ice tyres/ wheels**

These are perfect for Gen 1 Cayenne models, I had them on S model, sadly they won't fit my GTS. Hardly used tyres, happy to send more pics and details, email me and I can send photos and video. Tel: 07734 787804. Email: [wmc@sjpp.co.uk](mailto:wmc@sjpp.co.uk) (Dorset). **£400** P0320/036

**New classic Blaupunkt Berlin 8000**

Blaupunkt Berlin 8000 gooseneck radio/cassette player, brand new, boxed and complete with all components, labels and instructions. For more information please email, must collect or pay delivery. Tel: 07876 547548. Email: [williamblloyd@gmail.com](mailto:williamblloyd@gmail.com) (Oxon). **£955** P0320/037

**911/964 Cabriolet accessories**

964/911 Cabrio full length double duck tonneau cover and hood cover black, hardly used, perfect condition. Hood cover, £500; tonneau, £750, together £1100. Both in original black vinyl bags, must collect or pay postage. Tel: 07876 547548. Email: [williamblloyd@gmail.com](mailto:williamblloyd@gmail.com) (Oxon). **£1100** P0320/038

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# TRIED & TESTED

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

**CAYMAN 981 GTS 2016 '16' \* 14,550 MILES \* £54,995**



A yellow Cayman stands out from the 981 crowd and this GTS, sitting 10mm lower than the 'S', its black 20-inch wheels convincingly filling the arches, certainly looks the part. Although it shares the same chassis, the 981 usually manages to appear visibly smaller than the 991, so even in this bold sunflower hue it gets away with being eye-catching rather than ostentatious.

Supplied by PC Silverstone, this March 2016-registered Cayman is a three-owner Porsche which seems to have had little use, its only service stamp revealing a visit to Porsche Reading in November 2018 at 9239 miles. It was at this point that its third owner acquired it having traded his 991 GTS, the Cayman apparently purchased as a stop gap until the latest (four-litre) GT4 became available in late 2019.

This 981 is typical of the Porsches Harbour Cars likes to offer: low mileage, high specification and from a regular client – the company has previously sold him a 997 GT3. The GTS concept, a product of Porsche's ever-fertile marketing department manages to bring together all the desirable but expensive options that are dangled temptingly before the buyer of the lesser models. Thus, besides its yellow paint and satin-black alloys, this Cayman has the edifying combination of Alcantara and leather cabin fittings, GTS-embossed sports seats, and yellow-faced dials including the must-have Sport Chrono which is now incorporated in rather than perched on the fascia. This top-class driving environment is complemented by a chassis which has PASM and Porsche's dynamic engine mounts. Parking sensors front and rear are a

practical touch.

On the road, this nicely run-in 981 lives up entirely to its appearance: once again on a Porsche, steering, clutch and gear shift share a delightful complicity with the driver. Indeed, so satisfying is the six-shift that to have specified PDK would be to deprive oneself of a significant part of the driving pleasure. The GTS's reduced ground clearance and 20in wheels have not compromised ride quality which is firm, yet able to filter out minor bumps and asperities without diminishing the driver's sense of the road surface. The GTS offers 16 more horses and 10 more Newtons than the 'S', not enough to make a tangible difference, yet the 3.4 remains a tractable engine, happy enough in traffic, but when provoked, especially in Sport or Sport Plus, offering almost Carrera levels of performance.

The Cayman though was never about outright 'go': it is regarded rightly as a brilliant, all-round driver's car, the GTS package simply enhancing its athletic, agile virtuosity. When it was launched in 2014, the magazines compared the GTS with the 911 and concluded that at £55,000 against £75,000 for a Carrera, it was something of a bargain. Interestingly, 55k is today's asking price. Harbour prepares its Porsches beautifully – this one is spotless. Yet you could pay £10,000 less for an 'S' of the same age and specification. Nevertheless, this mildly special Cayman with its rare manual gearbox and minimal mileage has the distinct whiff of a collectable – the last of the naturally aspirated flat sixes and the top spec to boot. But what a shame it would be not to drive it every day! **PW**

## CHECKLIST

### BACKGROUND

GTS was a sub-category that Porsche introduced on the 997 gen 2, a sportier 2wd version priced significantly above the 'S' and seemingly expensive until one considered that its numerous standard-fit options would have cost more if ordered individually on an 'S'. The GTS was intended to fill the 'gap' between the Carrera S and the GT3. For the other models the GTS became the top of the non-turbo line, the Panamera GTS, unencumbered by turbochargers and with Alcantara cabin and mildly tweaked V8 was typical and regarded as the best driver's Panamera; GTS came to the Boxster-Cayman range with the advent of the 981: for the Cayman version priced at £55k, the GTS slotted neatly between the £48k 'S' and the specialist £64k GT4 (which arrived in 2014). 981s were assembled at both Osnabrück and Zuffenhausen and Porsche produced about 4500 Cayman GTSs, against 12,000 of the 'S'. Approximately 10% came to the UK.

### WHERE IS IT?

From a Mercedes dealer background where he managed the sports car division which also retailed other prestige makes, Rob Langley established his own business, Harbour Cars just south of Chichester, in 2000. Initially selling a variety of premium brands, Harbour now concentrates entirely on the Porsche sports cars, tending to eschew the SUVs and even the Panamera. The company specialises in late, well-specified, low mileage cars and usually maintains a stock of 15–20 cars.

Harbour Cars, Birdham Road, Chichester, PO20 7DU Tel: 01243 530630 [harbourcars.com](http://harbourcars.com)

### FOR

Rare manual gearbox example, last of line and eminently collectable condition

### AGAINST

A similar age and specification Cayman S costs 20% less

### VERDICT

Used sparingly, medium term depreciation likely to be minimal

### VALUE AT A GLANCE

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





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## PARTS



**Parts 2003 Boxster 986 3.2S**  
Larger bore equal length stainless de-cat manifolds and pipes, ideal for racing or track day car, make me an offer, buyer pays the postage and packaging or collect near Exmouth. Tel: Andy, 07860 311949 (Devon).

Offers

P0320/057



**Porsche 997 doors**  
Doors from immaculate Porsche 997 in Seal Grey, no damage, £400 pair. Tel: 07761 410902. Email: freyadrian@hotmail.com (London).  
**£400**

P0320/017

**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**

P0320/039

**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 (Hereford).

P0320/040

## MISCELLANEOUS

**911 & Porsche World magazines**

No.1 911 & Porsche World magazine up to September 2014, only January 2007 missing, some in binders, most are loose but sorted into years. I have sold my 911 now, these must go to free up some space, collect only from Oldbury. Tel: 07800 574452. Email: andreicukp@yahoo.co.uk (West Midlands).

Offers over £75

P0320/041

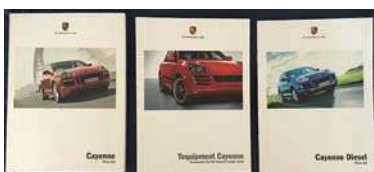
## MISCELLANEOUS

**Peter Morgan 993/964/Boxster Buy Guides**

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

**£9.95**

P0320/009

**Porsche handbooks**

Cayenne price list, Tequipment Cayenne Accessories, Cayenne Diesel price list, all books for 2009 models. As new condition, only £7.50 the lot, free postage. Tel: 07399 359072.

**£7.50**

P0320/016

**Porsche book**

World famous book on Porsches, 'Liebe zu Ihm' by Hermann Lapper, in good condition with original dust cover, pages fine, you pay shipping. Tel: 56 1633 5901. Email: garyr356@aol.com (USA).

**£1350**

P0320/042

**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.

**£20**

P0320/010

**Porsche 993 book**

Adrian Streather's Porsche 993: The Essential Guide published by Veloce, as new, postage not included. Tel: 01795 599390. Email: simonlegal19@gmail.com (Kent).

**£35**

P0320/043

**10 recent copies of Porsche Post**

The monthly magazine of the Porsche Club of Great Britain. They are in very good condition and have not even been read but some have just been glanced at, can collect from the Kingston area or posted. Email: tsherwood30@hotmail.com (Surrey).

**£5**

P0320/019

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## MISCELLANEOUS

**911 & Porsche World issue no1 to current**

911 & Porsche World magazines, from the very first issue number 1 to June 2019, 300 issues. I have subscribed from the very start, house move necessitates sale, collection only from North Worcestershire. Tel: 07971 573388. Email: steve.plant@hotmail.co.uk.

**£100**

P0320/046

**911 & Porsche World**

From January 2003 to present, some are in binders, all in good condition. There are also some Classic Porsche amongst them, probably about 2 years' worth, the buyer to collect. Tel: 02476 327052. Email: johndevenport47@gmail.com (Warks).

**£30**

P0320/018

**911 & PW number 1 to current issue**

911 & Porsche World magazines from issue 1 to current issue! All the magazines are within hardback binders and as such are in excellent condition. Prefer collection from Bishopcote but could deliver within 50 miles. Tel: 07980 455804. Email: j.knowles968@yahoo.co.uk (Scotland).

**£150**

P0320/059

## WANTED

**Wanted Porsche 911SC LHD project**

Wanted LHD Porsche 911SC rebuild/repair/abandoned project car, all possibilities considered including car needing paintwork, bodywork or mechanical repair, but complete car must be there please, prefer a non sunroof car, but will consider sunroof. Happy to travel within UK and Europe for the right car, cash waiting for the right 911, please email me photos and details on what you have. Tel: 07809 164607. Email: davidjennings27@gmail.com.

P0320/047

**996 GT3 GT2 parts BBS LM, anything wanted**

Looking for 996 GT3 and GT2 parts: cage, BBS LM or E88 wheels, bucket seats, GT2 wheels etc. Also 996/997 Turbo parts such as Aerokit spoiler, hollow spokes etc. GT3 RS parts would be preferred but I know they are rare, need to bring back some spice in my relationship...WITH THE CAR!!! Text, email or WhatsApp pics. Tel: 07948 900911. Email: 911hsc911@gmail.com (Beds).

P0320/015

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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...

### MARCH 1998 (ISSUE 49)

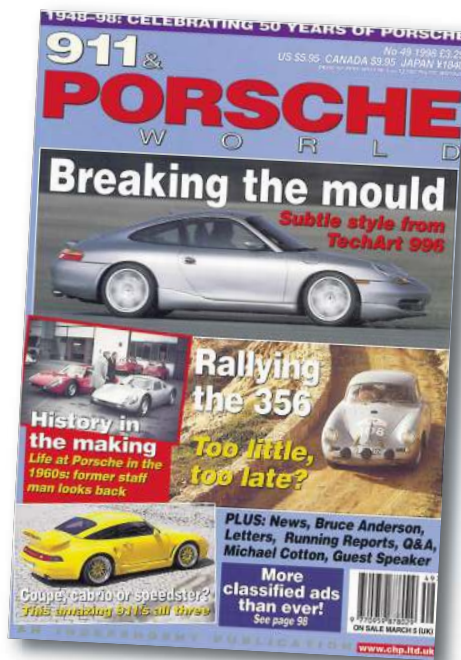
**B**ack in time we go, reversing through the digital revolution to a time pre smartphone, pre social media, iPod, downloads, streaming, fake news, etc to March '98. Doesn't sound that long ago, but it's near as dammit 22-years. Feeling old?

In the world of Porsche the 996 is but a year old and the Boxster just a couple. This featured issue itself celebrates 50-years of Porsche from 1948 to 1998, but who could have seen what was still to come, or that nearly 22-years into the future, the best selling Porsche would be an SUV called a Macan? Pretty sure that back in 1998, the term SUV had yet to be coined.

But there's plenty that doesn't change. German tuning supremo, TechArt, has been a *911&PW* regular since we started way back in 1990 and in the case of the March 1998 issue, it's TechArt's take on the 996 and it's surprisingly subtle, but then, according to TechArt, they were reflecting what was a sign of the times. Subtle was in and, let's face it, the 996 in standard form was nothing if not understated in terms of appearance and the way that buyers of the day would order one. Silver, grey, blues and blacks, were the default choices, to the extent that a red 996 is a very, very rare thing today.

Still, we always had good old Gemballa to fall back on and the Leonberg outfit didn't disappoint with a wild, Speed Yellow 993 Speedster type creation, that was also somehow a Targa, too!

As part of our Porsche at 50 celebrations, we devoted 10-pages to the recollections of South African, Andre Loubser, who spent two years in the



early '60s at Porsche in Stuttgart under the direction of the larger than life character, Huschke von Hanstein. If the gap between these two issues seemswide enough, then from 1998 to the early '60s really was a chasm, as Loubser recalls rather more formal times, when even at race meetings a suit, collar and tie was *de rigueur*.

### MARCH 2007 (ISSUE 156)

**B**ig story in the news pages as we scooped the new Panamera, with some very accurate computer generated images from Germany's *Autobild* magazine. They were certainly pretty much spot-on although they did make the leviathan look a little smaller and rather more handsome than the 2009 reality. Indeed a rather chubbier version of the current Editor, Bennett, commented as such and then predicted that the Panamera would make up for the shortfall in Cayenne sales, now that it was "suffering the backlash of the anti-SUV and off-roader brigade." Hmm, well, clearly that didn't last for very long.

Elsewhere in the issue we dropped in on number one Porsche historian, Karl Ludvigsen, who was working on a book on the early days of Dr Ferdinand Porsche. Sticking with people, we also hitched a ride and interview with Richard Attwood, whose fame as Porsche's first Le Mans winner has guaranteed him an association with the marque ever since, and one that keeps on developing as witnessed by his recent historic 928 racing exploits.



### MARCH 1993 (ISSUE 14)

**L**ooking way back now, to March 1993 and issue 14 of this illustrious title, launched in 1990. For a bit of perspective, we're just two issues away from celebrating a *911&PW* 30th Anniversary. But back to March '93... The front cover was a black and yellow affair, featuring a Zeemax modded 911, with a distinctive 935 vibe to it.

Continuing with the yellow theme, we featured and drove the then new 968 Club Sport, which, like all the launch CSs, was rolled out in Speed Yellow. Elsewhere an 8.2-litre V8 drag racing 'Pro-Street' 944 capable of 190mph, 7-sec quarters, starred.

But rather more significantly for the future of Porsche, in news we devoted a page to the Detroit show starring the Boxster concept. Dubbed a 'studie' by Porsche, it was no secret that it was going to make it to production, such was the huge public response. The show car didn't have an engine fitted, leading to all sorts of power train speculation. We said: 'There is space behind the two-seat cabin for a 4-cylinder (968 Variocam) or 6-cylinder (911 flat-six, and in all probability both versions will be available.' Well, right on one count, although 24-years into the future, the Boxster would get a 4-cylinder engine.

Three years later, the production Boxster arrived and Porsche's modern, water-cooled future transformation was kick-started.





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