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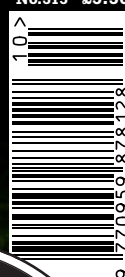
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UP FRONT

It's good to be back. Now let's get on with the job in hand and the distraction that comes with our Porsche obsession

Well, that was all a bit odd. Apparently something happened in China, and now my garden is looking pretty good. Sorry to make light in view of the distress caused to many, but I'm just a motoring hack, and one that's glad to be back. I truly hope that you, the 911&PW massive, have coped, too, and things are returning to normal for you. Normal? Well, normal like going for blast in your Porsche,

“ As you can see from this issue, owning a Porsche needn't break the bank ”

perhaps on the back of some serious lockdown fettling. Every cloud and that...

Normal for me was getting out to do the first cover shoot since March, which made me realise just how much I'd missed this game, blasting along in a Boxster/Cayman trio on some great roads over Exmoor, under blazing sun, for this 'First Porsche' issue.

First Porsche? Well, if we've done our job properly and inspired you to pick up this issue, on that basis, then welcome to the club. As you can see, a Porsche needn't break the bank. Indeed they can be remarkable value for money. I'll take the red Boxster 986, please.

Finally, regular readers might spot that we are under new ownership. So, many thanks to founding father of 911&PW, Clive Househam, for 30-years of this title. And welcome to Kelsey Media, who will be steering the ship from now on.

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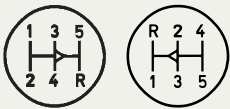
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NEWS

Saying goodbye to Hans Mezger * Porsche spends big, despite pandemic * New base 911 Turbo and 911 Targa arrive * Watch your Porsche being built in realtime * Porsche prints pistons * Boxster shooting brake



PORSCHE MOURNS HANS MEZGER

Remembering the father of the flat-six and the engineering mastermind behind Porsche's most iconic racers

One of the greatest engineering legends in Porsche history has passed. Hans Mezger died on June 10, 2020 at the age of 90. Father of the 911's flat-six engine, Mezger's name is indelibly associated with the 911's power unit and synonymous with a combination of bomb-proof reliability, gritty character and outstanding performance. In its later incarnations fitted to modern 911s, including numerous GT3 and Turbo models, the engine became known simply as the 'Mezger'.

But the legacy of Mezger-the-man goes far beyond that iconic flat-six engine. For

over three decades, Hans Mezger was responsible for many of Porsche's most successful competition cars and engines, including the 917 racer and the Tag Turbo F1 engine.

A local boy born near Stuttgart, he joined Porsche in 1956. Among his early innovations was a formula for calculating camshaft profiles and input into Porsche's first Formula One programme in 1960. "On this Formula 1 project I learned a lot about the design of combustion chambers. This also directly benefited the design of the six-cylinder boxer engine for the later 901/911,"

Mezger said of his early endeavours.

The 'Mezger' engine for the road-going 911 has since become arguably the single most iconic engineering feature in any Porsche. That status took decades to emerge. In the meantime, Mezger was promoted to head of race car design in 1965.

In that capacity, he was involved in countless projects, some of them completed at scarcely comprehensible speed. "Sometimes we worked around the clock. In 1965 we created the Ollon-Villars Bergspyder in just 24 days and shortly

Above: Not many engineers get to have an engine named after them, but the 'Mezger' flat-six power plant was just one of many, including the 917 flat-12 and the 1.5-litre F1 turbo engine of the '80s



Left: At the wheel of a 930 Turbo and with the late Niki Lauda, who drove the Porsche powered McLaren MP4 to his third F1 World Championship in 1984

thereafter the 910," Mezger said.

The 910 with its tubular frame and glassfibre body set the template for Porsche's golden age of competition success, including one of its greatest race cars, the 917. Developed in 1968, Mezger was responsible for both its overall design and the flat-12 engine. The rest, as they say, is history. The 917 gave Porsche its first overall Le Mans win in 1970 and followed that with a back-to-back victory in 1971.

In 1972, the 917 morphed into a 12-cylinder monster with turbocharging for the North American Can-Am series. That innovative use of turbo induction made the jump in 1974 into Porsche's road cars in the form of the legendary 930 Turbo.

In 1981, Mezger developed a 2.65-litre engine based on his own design for the

935 and 936. This new engine was destined for the Le Mans winning 956 and 962 racers. All told, the combined victories at Le Mans of Mezger-powered or designed cars comes to a staggering total of 12.

And then there's Mezger's F1 legacy. In 1981, McLaren's Ron Dennis was on the hunt for a turbo engine. In the end, Porsche was chosen and Mezger masterminded an all-new 1.5-litre, V6 engine with an 80-degree bank angle. Eventually, it would produce more than 1000hp. In 1984, the engine powered Niki Lauda to the Formula One championship, with a repeat for Alain Prost in 1985, who then went to complete a McLaren/Porsche hat trick in 1986.

The TAG Turbo engine won a total of 25 races, plus two Constructors' World

Championships in 1984 and 1985. Mezger, of course, was both totally committed to Porsche and a loyal fan of the marque, including the relationship between racing and road cars. "Ferry Porsche, with his visionary leadership of the company, his human qualities, dignity and great dedication, became my role model. I wholeheartedly shared his philosophy of racing in order to build the best sports car for the road. It had a lasting impact on myself and my work during the entire period I spent at the company," Mezger once reflected.

Throughout his career, he rejected all offers from other manufacturers. And to the end, he owned a 911 Carrera 3.0 in Grand Prix White powered by the engine that bore his name.



PORSCHE TO SPEND 15 BILLION EUROS DESPITE PANDEMIC

Revenues and deliveries down, but Porsche commits to huge spending plan

Porsche deliveries in the first six months of 2020 fell globally by 12.4 per cent compared to 2019, with 116,964 vehicles arriving at Porsche Centres and with customers. Porsche says sales revenues were down 7.3 per cent for the same period to 12.42 billion euros. Nevertheless, Porsche still made 1.23 billion euros operating profit during the period.

The most acute disruption to Porsche's activities was relatively short lived. The company initially halted all production in its two factories on the 21st March. By the 4th May, Porsche had begun restarting production on a site- and task-specific basis.

Looking forward, Porsche's head honcho Oliver Blume is striking a cautious but optimistic note. "It is important to have a positive fundamental attitude. Every crisis also offers opportunities. And we want to make the most of them," Blume says. "We have been given a boost by our attractive new products – from the 911 Turbo to the Taycan electric sports car, which was recently

voted the world's most innovative car. We stand for visions and set new standards. This pioneering spirit is what drives us. So, we will invest 15 billion euros over the next five years in new technologies alone."

Porsche's operations nevertheless are still operating under some constraints. A facelift model of the current Panamera, codenamed G2 II, has seen its development directly impacted. Test driving usually involves two engineers sharing the car, something currently not possible due to distancing rules.

For final fine tuning Porsche engineers swap from car to car every 45 minutes. Every head of division has to test drive all engine variants and equipment. When the teams get together later to discuss their findings they are expected to not only assess their own assemblies but add interdisciplinary insight, too.

Change overs during testing currently involve careful cleaning using disinfectant and disposable towels, with special attention paid to the steering wheel, seat adjustment

mechanism, control clusters, rear-view mirror and switches. Once a driver has got out of a car, door and boot handles are sanitised. Only then can a vehicle be passed to the next person.

Inevitably, that slows the development process and adds cost. Luckily, however, Porsche completed hot and cold weather testing for the next Panamera before travel restrictions hit. In the meantime, Porsche is moving more of its testing closer to home. Pre-production Panameras have been hitting the roads around Weissach and in the Black Forest.

While development cycles are bound to suffer from the various limitations and added development complexity, Porsche remains committed to pushing forward with its existing plans. The revolutionary new trends that were shaking up the car industry prior to the pandemic remain. "When it comes to investment in electromobility and digitalisation, we are still in the fast lane," confirms Lutz Meschke, Porsche's Deputy Chairman.

Pandemic? What pandemic? When the going gets tough, the tough get spending

OUR TAKE

THE PANDEMIC AND PORSCHE

Given how topsy turvy the entire world has been in 2020, it's pretty impressive Porsche only ceased production entirely for about a fortnight and still delivered well over 100,000 cars in the first half of the year. It was only a few years ago that would have been a record-breaking six months.

Of course, the longer haul could actually prove more of a challenge if economic conditions are particularly harsh. Far be it from us to indulge in the dismal science of economic prognosticating. What we are willing to predict, however, is that 2020 is unlikely to deflect Porsche from its existing trajectory. In other words, electrification and digitisation.

One interesting comparison is the World Financial Crisis, a decade or so ago. As it happens, that did rather put the kibosh on the then nascent industry move towards electric cars. It made EVs seem like a luxury in a time when austerity ostensibly ruled the world. This time round, however, there's much more momentum. Almost all major brands have already launched significant electric models and have invested huge sums in the process of shifting their fleets to low and no emissions.

If anything, an economic crisis could accelerate the shift. With limited resources, manufacturers will be forced to focus their ranges more narrowly. Some will surely choose to make that focus electrified, reducing their combustion offerings even more rapidly than planned.

It could work in Porsche's favour, too. As such a wealthy and successful outfit

coming into the crisis, it's much better poised to spend its way out of trouble or at least weather a downturn. If other brands stumble or even collapse, that means less competition. Not that the likes of BMW, Mercedes, Audi or Tesla are likely to evaporate any time soon. But there could be some consolidation across the industry. The fittest will survive. And Porsche comes into this unprecedented era in rude health.



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NEW 911 TURBO CRANKS OUT 580HP

Less than S is more than enough

The new 911 Turbo has arrived. The latest iteration of the range-topping model is good for 580 metric horsepower or 572bhp. That's 40hp up on the old 991.2 model. It's also 70hp down on the latest 911 Turbo, which was announced back in March.

Porsche says the new non-S Turbo hits 62mph in 2.8 seconds, 0.2 seconds quicker than the previous model. Fully unleashed, a top speed of 199mph is available. For the record, the latest Turbo S is 0.1 seconds quicker to 62mph and keeps on trucking until 205mph.

The Turbo's 3.8-litre twin-turbo flat six is also good for 750Nm (553lb ft), with an additional 40Nm of time-limited overboost taking it to within 10Nm of the Turbo S's always-available 800Nm.

All that is possible thanks to new symmetrical VTG turbochargers with electrically controlled wastegate bypass valves. The VTG system adjusts the intake boost according to engine speed and load. The symmetrical layout means the turbocharger compressor and turbine wheels now rotate in opposite directions.

In conjunction with the redesigned charge air cooling system and the use of highly accurate piezo fuel injectors, Porsche reckons these developments help improve throttle response, torque characteristics and let the engine rev more freely. Torque is sent to all four wheels via an eight-speed PDK gearbox with a Turbo-specific set-up. The 911 Turbo models return WLTP fuel economy of 23.5mpg, equivalent to 284g/km CO₂.

Chassis-wise, the front axle is 42mm wider than before, while the rear track has increased by 10mm. The braking system has also been revised to support the broader dynamic repertoire. The standard iron discs at the front now measure 408mm, up 28mm, while the rears are now 380mm.

Two different chassis options are available. The standard Porsche Active Suspension Management (PASM) chassis offers a greater spread between sporting responsiveness and ride comfort than before, while the firmer and 10mm lower PASM Sports suspension adds a little more focus. Porsche's active anti-roll bars and ceramic brakes are optional.

Just like the Turbo S, the new Turbo gets aggressive wide-body looks complete with large intakes in the rear wings and active aero. The latter comprises electronically controlled cooling air flaps at the front, a larger active front spoiler and variable rear spoiler with a greater surface area than before.

Finally, a Lightweight Design package for the coupe reduces overall mass by 30kg courtesy of lightweight buckets, the omission of rear seats and less sound insulation. Bose audio, PCM infotainment and Sport Chrono are all standard. The new models are available to order from Porsche Centres throughout the UK and Ireland priced from £134,400 for the coupe and £143,560 for the cabriolet.

New 911 Turbo has to make do with a paltry 580bhp and costs roughly £10,000 less than the Turbo S, at £134,400

INTRODUCING THE NEW TARGA

New look, same open-air appeal

The latest 911 Targa based on the Type-992 Porsche 911 is now available. Available only with all-wheel drive, the new Targa is available in 4 and 4S formats with the same 385hp and 450hp 3.0-litre turbo flat-six motor as the Carrera and Carrera S coupes.

In combination with the optional Sport Chrono package, the Targa 4 accelerates from rest to 62mph in 4.2 seconds, one tenth faster than before, and hits 180mph all out. WLTP combined fuel consumption is 26.9mpg with CO₂ emissions pegged at 247g/km. Meanwhile, the 4S sprints to 62mph in 3.6 seconds and hits the wall at 189mph. Consumption and emissions are rated at 27.2mpg and 253g/km CO₂, respectively.

The Targa's clever fully automated roof design is essentially carried over from the Type-991 model. The movable roof section opens and stows at the press of a button in just 19 seconds. Both Targas are available as standard with Porsche's seven-speed PDK gearbox. But the 4S can be had with a seven-speed manual as a no cost option. Tick the 'manual' and Porsche will throw in Sport Chrono, too.

As with all Type-992 models, the new Targa gets a totally new body with wider arches and tracks. The 911 Targa 4 rides on 19-inch alloy wheels with 235/40 ZR tyres on the front axle and 295/35 ZR tyres on 20-inch wheels on the rear. As standard, the 4S model is fitted with 245/35 ZR tyres on its 20-inch front wheels and 305/30 ZR tyres on its 21-inch rears.

The electronically controlled variable damping system

PASM is standard equipment on the 911 Targa, while the 4S also gets Porsche Torque Vectoring Plus (PTV Plus), which includes an electronic rear differential lock with fully variable torque distribution. Opt for a manual transmission in the 4S and a mechanical rear limited slip differential is added, gratis.

Like the other eighth-gen 911 variants, the Targa is equipped with Porsche Wet mode. If sensors in the front wheel housings detect water on the road surface, the driver is alerted and advised to manually select Wet mode. The new Targa models are available now, with the Targa 4 priced at £98,170 and the Targa 4S yours from £109,725.

Porsche has chosen to stick with the 4WD only format for the 911 Targa, which also retains its retro look, with aluminium roll hoop



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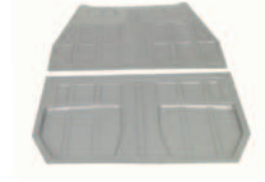
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For the two-door 911 and 718 sports cars, Porsche has installed cameras at two relevant stations and linked them to the production software. Two more cameras will be added soon.

"Porsche believes in giving its customers a highly personalised experience from the very start – this now includes the time during which they are waiting for their car," says Robert Ader, Vice President Customer Relations at Porsche.

"Our customers can now experience live how their individually configured dream car is being built – this will increase the sense of anticipation even more. We will launch this offering in six markets first and will gradually roll out the service further."

The application will be available first for new car customers from the USA, Germany, Great Britain, Canada, Switzerland and Spain. Other markets will follow in the coming months. My Porsche is the centralised customer portal for car owners that bundles offerings and services available for individual cars. As well as photos from production, My Porsche provides customers with additional exclusive information on their car. The portal is also available as an app.

3D PRINTED PISTONS INCREASE POWER

Advanced technique unleashes an extra 30hp from GT2 RS

Porsche is partnering with Mahle and Trumpf to produce innovative 3D printed pistons. The lucky recipient is a 991 GT2 RS. Already an incredibly high performing model with 700hp from its 3.8-litre twin turbo flat six, the use of 3D printed pistons releases a further 30hp.

3D printing allows the pistons to be manufactured with a structure that's not only optimised for the loads acting on the pistons but also impossible using other methods, such as casting, forging or machining. The integrated cooling ducts in the piston crown can't be mimicked using conventional methods. As a result, the pistons weigh 10 per cent less than the forged series production items.

"Thanks to the new, lighter pistons, we can increase the engine speed, lower the temperature load on the pistons and optimise combustion," explains Frank Ickinger from the advance drive development department at Porsche. "This makes it possible to get up to 30PS more power from the 700PS biturbo engine, while at the same time improving efficiency."

Porsche already uses 3D printing, otherwise known as additive manufacturing processes, in several areas. A 3D-printed bodyform full bucket



seat has been available since May for the 911 and 718. Porsche Classic also uses additive processes to reproduce plastic, steel and alloy spare parts that were previously no longer available. A release lever for the clutch of the Porsche 959, is now created using a 3D printer. In future, 3D printing could make low volume niche models and derivatives more viable.

BOXSTER SHOOTING BRAKE

Get a load of this 986-based beauty

Is the Panamera Sport Turismo a proper shooting brake? With five doors, arguably not. Get, therefore, a load of this 986 Boxster-based creation. It's the work of engineering students from Fontys Hogeschool Eindhoven in the Netherlands with the help of van Thull Development, a bodwork outfit that specialises in Porsches and Dakar racers.

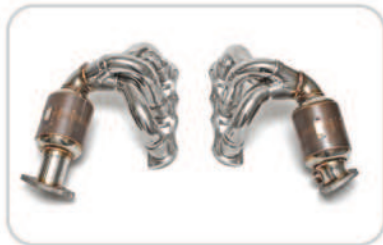
The front end benefits from van Thull's existing 997 conversion kit. The roof, rear hatch, rear wing and bumper were developed from scratch, while the door

windows and rear quarter lights are 911 items. Look carefully and you'll see there's a functional air intake disguised and integrated into those rear quarter lights. Clever.

The side intakes, unless we are mistaken, look to have been lifted from a 718. Anywho, if you like the look of it and you have a 986 going spare, you can get hold of van Thull at www.vanthuldevelopment.com. We're sure they'd be happy to accommodate another conversion.

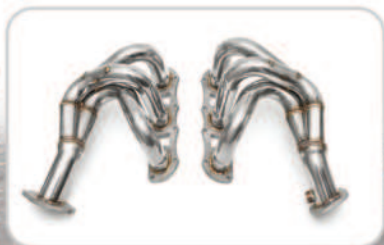


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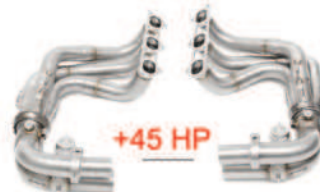
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The tempting trinkets that enhance Porsche ownership

MODERN COMS FOR CLASSIC PORSCHES

Under Porsche Classic Communication Management guise, Porsche has been producing classically styled, yet modern in terms of functionality, coms for its older machinery for some time. However, now it's come up with a truly contemporary 2-Din, touch screen system for 996 and 986 models.

Called PCCM Plus, it's a modern successor to the first gen PCM and features a high-resolution 7in touch screen, which operates much like a current generation Porsche in-car system. That's to say that you get the latest on board navigation system. A digital radio is taken as read, plus all AUX functions and connectivity via Bluetooth and USB. And like current PCCM, the PCCM Plus also offers Apple CarPlay.

In addition the new 2-DIN unit is compatible with Google Android. So if you want to be connected to the modern world, while driving your classic Porsche, this is the system for you. Or not, if you feel the modern world can get lost, when you're driving your classic Porsche. Price? Well you might want to sit down, but around £1600 will get you up and running.



MAXILITE, MINIMUM PRICE

News just in from our chums at Stoddard. They've now received a new shipment of Maxilite wheels in an exclusive satin finish. It's a long-lasting ceramic powdercoat that reportedly looks just like the frosted anodisation wheel restorers use for original Fuchs alloys, but with more staying power and lower maintenance. The wheels themselves are high-quality pressure-cast items made to meet strict TUV certification. Stoddard says they have secured the wheels in great enough numbers to pass on cost savings to customers. The same applies to all Maxilite wheels in stock, which cover a wide range of finishes and styles to suit most air-cooled Porsches. You can grab the satin finish 15-inch wheels for \$475 or about £400 each from stoddard.com



GET YOUR CERAMIC COAT

Car care specialist Autoglym has released what it says is its finest, most durable paint protection yet. Known as Ultra High Definition Ceramic Coating, Autoglym reckons it enables a year-round mirror-like finish. Along with the new coating, Autoglym also recommends its Ultra High Definition Shampoo and Ultra High Definition Wax, which enhance performance even further. Overall, the system is said to enable professional results at home and with ease. The ceramic kits contain a 100ml bottle of UHD Preparation as well 100ml of UHD Ceramic Coating plus an applicator for smooth and easy coverage and a separate finishing cloth. Curing the coating requires around four hours to ensure that durable, 12-month finish. Priced at £59.99, it's available at all good accessory retailers and autoglym.com



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You can't beat billet when it comes to a perfect combo of looks and tactility. Enter Stuttgart Classica's new Centre Fuel Fill, CNC milled from sweet, solid aluminium billet. It then undergoes flash anodising with enamel inlay. The kit includes both billet aluminium cap and an anodised aluminium neck, into which the cap screws, plus the bowl and rubber edging. Sold separately from £1995.00 plus VAT but including UK shipping or as part of a complete fuel tank. Alternatively, you can grab SC's oil side fill kit complete with a gorgeous billet aluminium cap and anodised aluminium neck. The cup that will need to be grafted into the rear quarter panel, plus hose and spigot for the original oil tank, are also included. Priced at £1725 plus VAT, it's all available with worldwide shipping from stuttgart-classica.co.uk



WAVE GOODBYE TO 'WOOLIES'

By the time you read these words, Woolies Workshop will have changed its name to Porsche Spares UK. Same service, same people, same location, just a new trading name they say, plus plenty of intriguing bits and pieces to keep your Porsche fit. Like this clutch release fork kit for 924, 944 and 968 transaxle models. This new shaft is used to guide the release fork in the clutch housing. As transaxle models age, the bearing seats of the shaft often suffer from play after years of use and wear. A replacement for the shaft was previously difficult to obtain. But no longer. Priced at £49.99 including VAT, this fork and bearing kit plus everything and anything else needed to refresh the clutch can also be acquired via wooliesworkshop.com



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SLANT-NOSE SPECIAL

First glance. Is that a 935? Second glance. Maybe it's Porsche's 991-derived track-only reboot, based on the mighty GT2 RS. But no. It's neither. Instead, it's Japanese tuner Old & New's homage to the original 935, as shown at the SEMA show back in 2017. The roof and doors remain untouched. But that's about it. Every other panel on the 997 has taken a comprehensive tweaking. It's an entirely cosmetic affair, with the choice of base car open to interpretation, from standard Carrera through to full-on Turbo or even GT3. But no less impactful for it. The SEMA show car on which this 1:18 scale model is based also sports the full 1978 race livery of the original 935. Yours for 99 Euros including VAT or roughly £80 from [selectionrs.com](https://www.selectionrs.com)



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LUDVIGSEN

While at Audi Ferdinand Piëch never tired of reminding his former employers – Porsche – of his capability for innovation and surprise. No better example existed than 1991's Audi quattro Spyder, which could have been a real thorn in the side



KARL LUDVIGSEN
The Historian

AUDI QUATTRO SPYDER: PORSCHE RIVAL OR ALLY?

When the doors opened to the public for Frankfurt's Internationale Automobil-Ausstellungen (IAA) on September 12, 1991 it marked the first time the show was dedicated solely to automobiles. Exhibitors celebrated this with expanded stands that featured electric and hybrid autos – initiatives that came good a quarter-century later. They were rewarded by 940,000 visitors over the show's duration.

Sharing a building with BMW, Porsche's stand featured its Type 968, the heavy overhaul of the 944 designed to bring fresh floor traffic to showrooms of the company's dealers. Porsche's big V8 was relaunched as the 928 GTS, last and in the minds of many the best of the 928 family. In Type 964 format the 911 received enhancement in the form of an RS version and a Carrera 2 Cabrio with rakish Turbo-look bodywork.

Showing guests around the stand were engineering director Ulrich Bez, sales head Dieter Laxy, public-affairs boss Anton Hunger and last but not least Arno Bohn, managing director. The IAA was of crucial importance for Bohn, who had taken over from Heinz Branitzki in March of 1990 and was struggling with falling sales of Porsche's increasingly dated models. The DM158,850 price of the 928 GTS exemplified his strategy of moving upmarket, away from the Japanese competition to maintain profitability.

During the IAA's press days the tables were turned on Bohn. It was his turn to be squired to another company's stand. Ferdinand Piëch, management-board chairman of Audi since the beginning of 1988, invited Bohn to the Ingolstadt company's turf. On the Audi stand they found a Fiji Orange two-seater coupe of attractive lines, clean, sleek and big-wheeled. Dubbed the Audi quattro Spyder, this identified its four-wheel drive while contravening the customary use

of "Spyder" – especially by Porsche – to describe an open car.

Confusing nomenclature or not, Arno Bohn recognised the Spyder for what it was: a potential shot across Porsche's bows. Unlike most auto-show concepts it looked production-ready, well-thought-out from its four-ringed grille to its jaunty tail. Its mid-mounted engine and handsomely fitted interior gave it obvious potential to recruit buyers from both the 911 and the 968.

Audi chief designer Hartmut Warkuss said that the car's real target was "the Japanese automotive industry, threatening to submerge us with a tidal wave of new models. We wanted to show the Japanese just what Europe was capable of producing." It was obvious, however, that former Porsche man Piëch saw no reason to deny his company access to a market that he knew from his Zuffenhausen experience could be highly profitable.

Ferdinand Piëch's team, including Warkuss and head of pre-development Fritz Naumann, had produced a sports car that could pick up that mantle and run with it. "It was a warmly loved showpiece," the Audi chief recalled, "that enchanted people on a tour of America. The Spyder was an entirely credible object. As well we succeeded admirably in the awakening of emotion – to which thousands of unsolicited preliminary orders testified."

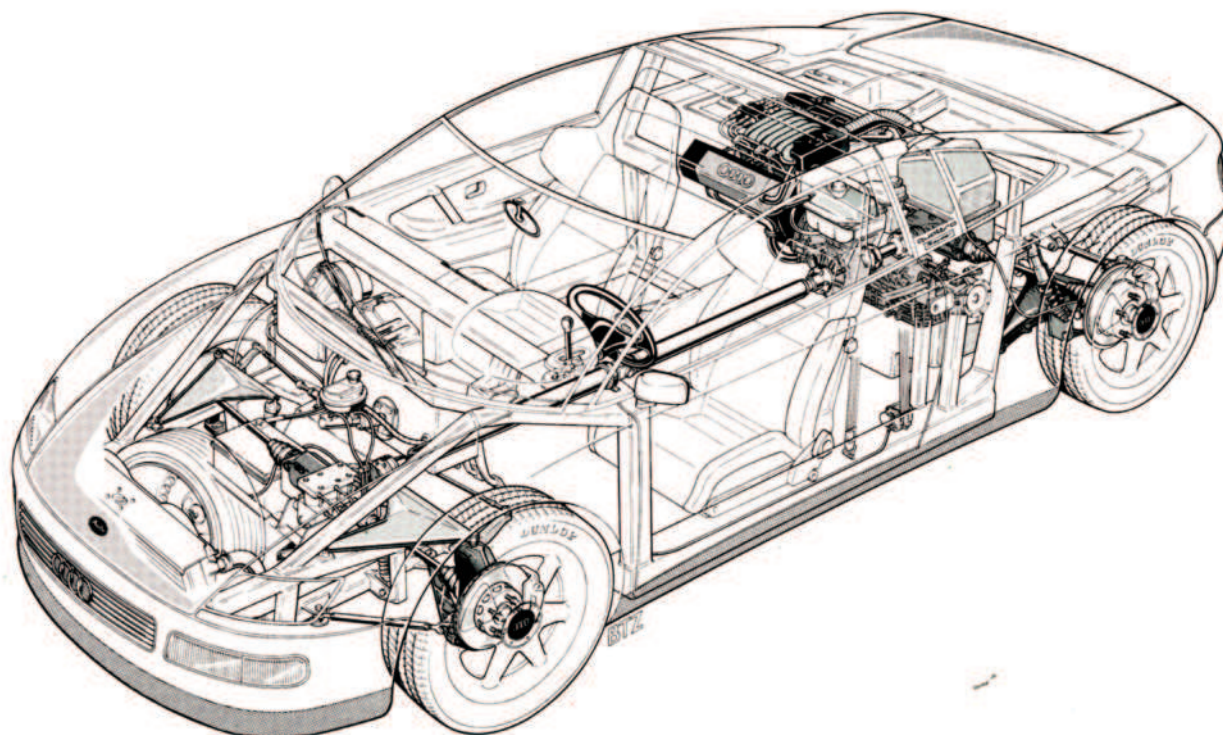
Work on what became the Audi quattro Spyder began in July of 1990. Under Hartmut Warkuss two designers, Erwin Himmel and Peter Schreyer, concentrated on the concept's looks while Fritz Naumann's group tackled the technology. They had the genial idea of borrowing Volkswagen's 4x4 system, with its Torsen differential allocating torque between the front and rear axles, and turning it around to suit a mid-placed engine driving forward to the front wheels.

The result was a transverse engine behind the cockpit, offset to



Audi's four-ringed emblem looked right at home on the grille of its quattro Spyder, unveiled on its stand at Frankfurt in September of 1991

The Spyder's drive layout placed its V6 engine and transaxle across the chassis at the rear, taking torque forward and rearward from the transaxle's two power outlets



the right-hand side with a five-speed manual transmission to the left. In this respect the Spyder defied Audi doctrine, which majored on north-south drive-train positioning instead of the east-west alignments used by VW. In this instance however it well suited the Spyder's packaging. The 18½-gallon fuel tank occupied space above the transmission – which could also be a four-speed automatic – while luggage space remained at the extreme rear.

Power source was Audi's 90-degree V6, already used in the 100 and introduced at the IAA in the revised 80. Displacing 2771cc, with a single overhead cam for each bank, it produced 174bhp at 5500rpm and 181lb ft at 3000rpm – figures that could easily be enhanced by more sporty tuning. Its transverse positioning was pioneered by Ferrari in 1968 for its Dino 206GT, which had its transmission under the engine. Also having a mid-placed transverse V6 was Pontiac's Fiero GT. With a layout more like the Spyder's, its V6 also offset to the right, the Pontiac version was produced from 1985 to 1988.

Passing through the cabin, the driveshaft to the front differential required a high-level central tunnel atop which the shift lever perched. Two sporting seats faced a panel with a bespoke four-dial instrument cluster, the tachometer showing a 6200 rpm redline. At the centre console the new Audi 80's HVAC and minor controls were adopted by the Spyder. It was a handsome if low-key interior.

A hallmark of the Himmel/Schreyer design was the manner in which the A-pillar swept into the C-pillar to create an arch, in profile, that swept from front to rear, sloping inward as it went. A glass roof panel was removable and stowable above the engine cover. Rear-quarter windows curved inward to create air scoops on both sides that cooled the engine compartment. These fed passages in the C-pillars, which rose from the rear deck athwart the rear deck and its ventilated engine lid. The rear window was vertical behind the passenger compartment.

Speedline created the six-spoke wheels, large for a road car of

the time at 18 inches, carrying 205/55 ZR18 tyres. Tucked into the nose was a space-saver spare. It was behind the radiator, from which warm air vented into the front wheelhouses. Although other equipment filled the front compartment, including the battery and brake booster, a small space for odds and ends remained.

Rack-and-pinion steering was positioned high behind the suspension, allowing a short steering column. Springing was by parallel wishbones, the lower ones being tubular struts and the upper solid steel fabrications. From their pivots rocker arms went inboard to vertical coil/damper assemblies. The layout provided clear space for the front-drive half-shafts. At the rear coil-surrounded dampers operated directly as part of another parallel-wishbone linkage. All four corners had disc brakes.

"Above all," said Ferdinand Piëch of the Spyder, "it was an attempt to gain further experience with the feasibility of aluminum in series production in the long-run-up to our A8." The Spyder's structure was a space frame of round and rectangular tubes sheathed in an aluminum skin. Wheelbase was 100.0 inches with tracks of 60.8 inches in front and 62.1 inches at the rear. These dimensions were akin to those of Porsche's 928 although the Spyder was a foot shorter than that machine.

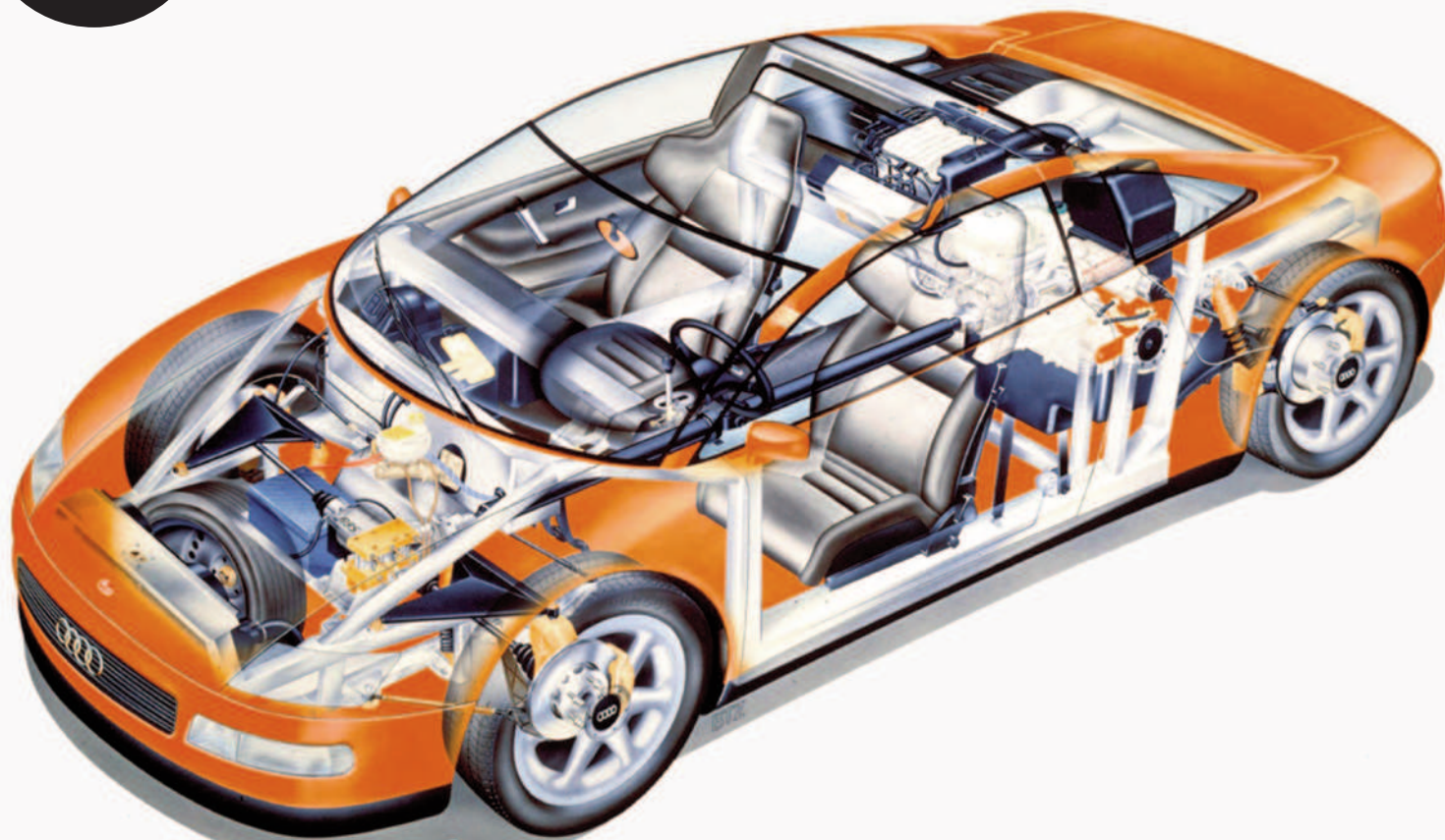
For designer Erwin Himmel this was an appealing package. The mid-placed engine, he felt, "gives the best, most balanced handling with the power behind your back and you can see the road ahead through a low deep windscreen. I like the proportions. You need the stubby tail to emphasize the car's direction and mid-engined layout." His Spyder defied the trend toward sports cars that were getting "too big, too heavy, too complicated."

With the car's design settled by February of 1991, its fabrication was farmed out by Fritz Naumann to John Shute's International Automotive Design in Worthing, England. A powerhouse in contract engineering during the 1980s, IAD was near the end of its lifetime when the job was taken on. Nonetheless it did a superb job of

Right: Chief designer, Hartmut Warkuss, oversaw creation of the quattro Spyder prototype, making extensive use of aluminium, with which Audi was experimenting at the time.

Far right: The quattro Spyder's plan view bespoke its restrained simplicity of line, a hallmark of the work of the Audi studios. Yet it was undeniably sporty





producing a show car that looked ready to roll off the production line. The quattro Spyder was complete in all essentials but not fully roadable owing to compromises in its running gear.

"It was a car that immediately appeared to be very agile," reflected Hartmut Warkuss, "with a high appeal. It could have been an interesting alternative to a Porsche. It was distinguished by its small size but it also had a certain elegance. It was actually this that brought it so close to going into production."

As an actual production prototype the Spyder was unsatisfactory, said Ferdinand Piëch: "We found that an aluminium concept does not automatically mean lightness. When the unique vehicle was completed and the equipment requirements for series production were added up, we were frustratingly remote from our 1100-kilogram objective. In the end the car would have been even heavier than a Porsche 911 with comparable power from our 2.8-litre six-cylinder."

These harsh truths became evident during Audi's exploration of the Spyder's manufacturing feasibility. A \$7.5 million budget was allocated to further studies of a final package. To enhance interior room the wheelbase was extended to 103.9 inches. This also resulted in longer doors. Among other changes the rear end was revised. Reflecting the amended specification, the engineers produced a rolling chassis for final review.

Looking at possible production of 25,000 Spyders over its life cycle, Audi decided to explore its manufacture by an outside contractor. Their search included the usual suspects of Karmann, Heuliez and Valmet. Added to the list was none other than Porsche, which had already been exploiting its excess capacity to assemble special series of vehicles for other auto companies. It was in no

position to refuse a similar proposition from Audi.

"There was serious discussion between Ingolstadt and Weissach," wrote Peter Robinson, "regarding Porsche producing two versions of the quattro Spyder. The first, of course, was the Audi. The second was to be a Porsche. The plan was to drop the 911's air-cooled flat-six into the quattro Spyder and sell this rear-drive version as a Porsche through its dealers. As far as we know the idea didn't go as far as building a prototype at Weissach and was quickly and quietly killed off."

For Audi's part the Spyder was being assessed into mid-1992 when the company decided to cut its losses and cancel the project. No easy fix for its forecast mediocre power-to-weight ratio was in sight. Piëch knew that Audi would be ridiculed if it launched a sporting car whose performance failed to match up to its looks. "For a complete overhaul of the concept," he said, "we had neither the money nor the capacity."

Peter Robinson related an incident that pointed in a different direction. Arno Bohn was not the only industry mogul to whom Ferdinand Piëch gave a personal tour of the quattro Spyder. He also presented it to the chief of the Austrian importer of VW and Porsche cars, his mother Louise Piëch. "Beurly", as Ferdinand was nicknamed in the family, acknowledged no higher authority.

Louise's advice to her son was unequivocal: "Do not build this car." After the explorations described, he obliged.

Later, when Porsche was healthier, Ferdinand Piëch brought Bugatti and Lamborghini into the VW Group and unleashed Audi to build the TT and R8. After that, of course, VW subsumed Porsche. Audi's quattro Spyder, both bold and charming, hinted earlier at the great potential of combined resources. **PW**

Upper wishbones of the quattro Spyder's front suspension had inboard extensions, that operated vertical coaxial coil springs and dampers in the manner of racing cars



Far left: The quattro Spyder driver enjoyed a functional yet elegant array of dials and controls, with a shift lever high above the central driveshaft tunnel

Left: Simplicity was the watchword for designers Erwin Himmel and Peter Shreyer in their approach to the frontal aspect, with its exposed headlamps



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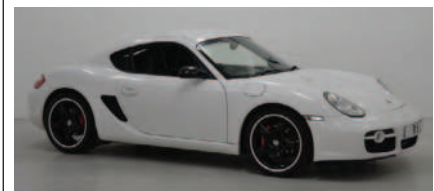
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911 997 "2S" 3.8 tip (07 - 2007)
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FRANKEL

Weird times for us all, and COVID predictably blasted a hole through the launch schedule of many a new model. Not for Porsche, though, which found a way to get new cars launched and journos behind the wheel. Consequently our man Frankel has spent quality time with the new 911 Turbo S and a few days living with a Taycan



ANDREW FRANKEL
The Porscheophile

TESTING TIMES UNDER COVID

It's only been a few months since COVID took me off this page but it feels like years. I must have been missing you. And it would be lovely to report on all the Porsches I've been driving while I've been away, but there were three months in which no-one who does what I do for a living drove a damn thing, and then we were into the summer and what is always the quietest period in the industry anyway.

But I've had a couple of Porsche-related experiences, one of which was testing the 911 Turbo S, upon which I've already reported (see p40), the other spending a few days living with a Taycan, of which more further down the page. But first I wanted to talk about Porsche's approach to launching cars in lockdown because I think it is revealing of the company's broader philosophy.

It was no surprise to any car journo who got the invite that the very first car they got to drive after the imposition of lockdown was a Porsche, because it is one of few companies that, when it comes to such things, actually thinks about the needs of the journalist rather than merely itself. It is not normally my custom to extol the virtues of car manufacturer press offices, first because it's not very interesting, second because many are not that great and third because it always leads to suggestions of unhealthy collusion between said manufacturer and journalist. But in this as in all things, I just report as I find. And what I found was a 911 Turbo S not at Laguna Seca where I had originally been scheduled to drive it, but Reading.

Now I'm not saying a few days in southern California enjoying the delights of some swanky hotel and taking on a rather entertaining race track in a 641bhp 911 might not have suited me very well, but for us such pleasures which we used to take entirely for granted are now entirely off the menu, possibly for all time, and we can only feel lucky to have experienced them at all. All that really matters is that you get to drive the car and there's no doubting you'll get a much more relevant and realistic experience of that in the Home Counties

than on the West Coast.

What Porsche had arranged was for a small number of early, left-hand drive Turbo Ss to come to PCGB headquarters where they were scrubbed to surgical levels of cleanliness. We were then tossed the keys (in an hermetically sealed bag of course) and told it was ours for the day to do with as we wished. So I naturally headed off for roads around Wantage and Lambourn long beloved by road testers needing to understand a fast car on a public road without the time to head for the Welsh mountains, and spent a day driving the car in conditions known well to those who would then read what I wrote about it.

Upon returning the car to Reading I believe they opened the door with disposable gloves, chucked in one of those sterilising grenades, which goes off and kills everything it touches, and left it to fester for 24 hours before the whole process was repeated for someone else.

And for their efforts? Well clearly the journalists who drove the Turbo S were happy to be able to do so, and while not one of us would wittingly allow that to cloud our judgement, I don't think it's much of a revelation to say any car is likely to be more favourably received by a hack in a good mood rather than a filthy temper. And when I asked about the amount of coverage the car had got relative to what would have been expected if we'd all flown to the US, the answer was 'no difference'. Which means Porsche saved itself a stack of cash on business class flights and posh hotels as well as saving the planet from many additional tonnes of CO2.

If there's been a price to pay, it is that certain of the big mags set such store by driving cars in the UK, they'd often run a second story post-launch when the cars got over here. Driving them for the very first time on UK roads clearly precludes that possibility. But compared to the approach of most other manufacturers, which was simply to cancel their plans, Porsche's plan to not let the virus get the better of them or us paid off in spades.



Despite the calamity of lockdown, Porsche managed to get bums on seats with a carefully coordinated 911 Turbo launch for key journos and mags

LIVING AND CHARGING WITH A TAYCAN

And so to the Taycan. It's fair to say I'm quite familiar with Porsche's all electric car of the future having first been introduced to it in the Arctic, then driving it at and on the roads around Weissach and then again in Los Angeles. But what I'd never done is actually lived with one for a few days. But I have now and it was highly instructive.

First, it's a lovely thing to behold, particularly when bathed in dawn sunshine at 4.30am on a midsummer day. The interior is superb, too: so simple in terms of its architecture, yet so comprehensive in terms of its operation. But you need to understand what can, and what cannot be achieved with home charging. Forget hooking it up to your domestic supply via a three pin plug unless you're happy to wait an entire day and night for it to deliver anything close to a full charge. If you have a dedicated supply – I have a thing called a Pod Point – it will recharge overnight and, bearing in mind you'll rarely start with a completely flat battery or require a completely full one, that's probably good enough most of the time.

But you still cannot do big journeys. I had to do 300 miles one day from home in the Wye Valley to the Top Gear test track at Dunsfold aerodrome and home again. When I climbed aboard it claimed 220 miles of range yet despite my journey involving flinging it down decent country roads prior to a lengthy motorway stint, it delivered exactly what it promised. Try that in a Tesla and see how you get on. But it still didn't get me anywhere near home. What I could have done is go to a service station and hooked it up to an Ecotricity charging station and, because I only needed an additional 80 miles or so of range, I'd probably not have been stuck there for much more than half an hour. In theory. In reality my experience of such facilities has not been good: they either don't work or don't

deliver electricity at anything like the suggested rate so, shame on me, I cheated. By which I mean I ducked off the M4 at junction 12, dived into Porsche HQ and hooked it up to one of their monstrous 350kW chargers. Ten minutes later I was westward bound with all the range I needed and more besides. These chargers are being rolled out across the UK by Ionity, but the process is achingly slow. As I write just nine have been built.

Otherwise the Taycan Turbo is much as expected: so uncomfortably fast there seems little argument for having over a still decidedly sprightly 4S, and better at concealing its considerable 2.3 tonne mass than any other car of that weight I've driven. Before I drove it in the UK the Taycan was by a distance the best EV I'd sampled, and nothing I experienced in three days on British roads gave cause for me to modify that view in the slightest.



What's holding the Taycan back? Range, predictably. Or, perhaps more accurately, a current lack of the mega-chargers required for a quick energy boost

PORSCHE'S F1 FIASCO

It is worth remembering that for all that Porsche does well, particularly on track, there are still occasions where it makes a complete pig's breakfast of things, of which the biggest of all was probably the decision taken 30 years ago this year to return to its triumphant days as an F1 engine manufacturer. Footwork Arrows were to be the lucky constructor with the four year contract, starting in the 1991 season.

As none other than Hans Mezger would design the new V12 motor, what could possibly go wrong? Everything as it turned out: the engine was late, overweight and underpowered. Only one car managed to summon the pace even to qualify for the opening round before retiring, while neither got through qualifying for round two. Or three. Round four saw one car at the back on the grid before retiring. Both managed to qualify for round five but would retire mid race while only one was on the grid for round six, promptly retiring from the race. So from 12 potential starts – two cars at six races – came just five actual starts and not a single finish.

Unsurprisingly Footwork had by then had enough, ripped up the contract and returned to Ford power. Porsche has not been seen in F1 since. It's reassuring to know for those of us who stuff things up on an hourly basis, that even the geniuses of Weissach still have the occasional off day.



The V12 F1 power unit that Porsche designed to power the 1991 Footwork Arrows was not its finest hour

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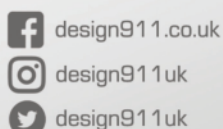
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YELLOW PERIL

From 924 to 968, chef Nick Waters finds the glass hatch of front-engined Porsches a practical means of delivering supplies to his restaurant business. His 968 is no stranger to *911&PW*, having featured back in 2003 – and now here it is again

Words: Johnny Tipler Photography: Oliver Waters

A petrolhead since the age of 15, Nick Waters grew up surrounded by his father's and brother's cars. Graduating through a variety of what are now considered classics, MGs and Triumphs, his first Porsche was a 924. 'I grew up in a hotel in Stafford, and went into catering, which seemed like a natural progression. I'd always hankered after a 911, but I never had the wherewithal. I ran a 911SC lent to me by my son-in-law Damian for three months, and I could have bought it, but I didn't find it as practical for my needs as the front-engined Porsches. The two seats in the back are good enough for grandchildren, and the back boot is big enough to carry all sorts of bits and pieces – even a fridge!'

His current Porsche is a rather special 968, which the reader with a long memory may recall we featured in July 2003 in a story headlined 'Ordeal by Fire' when it belonged to David Unsworth, of then Porsche-Apart. There's been quite a back catalogue, though.

'Cars I've had over the years include

Lancias, a Triumph Stag, Spitfire, MGA, MGB, Standard 9, MG-PB, two Renault 4CVs, and one that was quite ridiculous: a Bentley Mark 5 which I bought for £500. My father was a Bentley fanatic, but he said, "My God, Nicholas, what the hell have you bought that for?" I said, "well, it was £500; I sold one of the MGAs and then put a few quid towards it." He said, "you'll never be able to afford to run it." Six months later I went back to him and said, "do you want to buy it off me?" He was right, I couldn't afford to run it, though it was very impressive, and the girls liked it! So, I sold it to him, for what I paid for it, and he kept it. We do these mad things when we're young.'

'My wife had a part-time job after we got married, and she wanted to help out and decided to contribute, and said, "you know that MGB down the road? Well, you go and get it!" When I became self-employed, working sometimes seven days a week, a friend told me about a Porsche for sale, and it was local so I went and saw it. It was a 924, and I thought, well, it's a start, so I bought it and it was really good, not a huge

performance, but you could fling it about quite a bit. After that, somebody came into the business and said, "oh, if you ever want to sell that car my wife thinks it's lovely," so I sold it to him on the spot, because I'd just been told about a 944 2.5 for sale. So, I bought that, and then in your magazine – which I've read for 20 years – I read about the last of the 944s, the S2, and I thought 3.0-litres must be a bit more grunt, and it's still got all the nice twiddly bits that I like, and it's got the space. So, I phoned Simon Butterworth when he was Porsch-Apart (now 9apart) who had several different Porsches, and told him I wanted a 944 S2, and he said, "oh, I've just taken one in, and it's far too good to break, come and have a look." So, I bought that, and ran it for about six months. And then I wanted some bits, and I called in to Simon's to collect them, and I saw this beautiful yellow 968. It was immaculate, and Simon said, "it's David Unsworth's, and he said, "you can buy it if you want." He told me the price, and I said, "that's a little out of my league, David, but should it come up for sale in the future at a better price I would be interested." Some 18

Nick Waters and his 968. It's featured in *911&PW* before, back in 2003. Oh, and it's not Speed Yellow! That's a rare Porsche yellow that goes under the moniker P12...



months later, David rang and said, "are you still interested in the yellow peril?" and I said, "yes, at the right price." And it turned out that the chap who bought it from him was going through a divorce at the time, and the car just had to go. Anyway, I contacted the chap, being sworn to secrecy not to mention his name, and the deal was done. It was hidden in a barn, and it was absolutely filthy, so I took it straight back to David and he checked out the mechanicals and said it's just as good as when he sold it. Then I took it home and spent three weeks cleaning it and, 15 years later, I still own it.'

Nick admits there was an element of serendipity about the 968's acquisition. 'I did rather get it by default, but on reflection it does feel like destiny, because I'd had a 924 to start off with, then a 944 2.5, then the 944 S2, and I'd always found them extremely suitable for my needs. I'd chuck a load of stuff in the back to deliver to a customer, and it saved me a lot of bother. I didn't find that kind of practicality with the 911, so I'm glad I didn't buy one at the time. Sure, I can almost hear the sharp intakes of breath, with everyone going "ooh, he

“ I did rather get it by default, but on reflection it does feel like destiny, because I'd had a 924 to start off with ”

shouldn't have said that," but in fact the 968 is cheaper to run and was quicker than a basic 911 at the time. I've maintained it as much as I can myself. My father was a tremendous engineer and an excellent mechanic, and he taught me lots of stuff. My friend John Parry who's a fully qualified mechanic used to come and help me whenever I got stuck, and for anything major I took it to David Unsworth.'

David Unsworth is based at White Bear garage in Chorley, Lancashire. 'I've always found him excellent both in terms of work and a willing source of information, because he has an attachment to this particular car. He's always insisted it's maintained correctly, and I think if you find somebody who you trust and they're competent, then it's worth taking the car to them. And, having read the article in your magazine all those years ago, and seeing what David had done – he'd stripped it back to nothing and rebuilt it before I acquired it – there was quite an incentive.'

Although it's a standard 968 – with sunroof – it does benefit from a few extra Unsworth tweaks. 'He's an aero engineer, and he fitted sport suspension arms, springs and dampers, so it's lower than standard. It's also got full electric seats with lumbar support, a boot net to hold your

Right: Immaculate engine bay for the big-banger, 3-litre 4-cylinder engine. Nick's son Oliver handles the detailing duties. Below: Interior was once a fire damaged mess



Nick has taken the mileage up to 114,000. It's often used for deliveries for his restaurant business



luggage down and stop it sliding about, it's got a stainless-steel exhaust, and he installed an intermittent wash-wipe on the back, which you might think, "oh, that's nothing," but, if you haven't got it, you'd miss it; it's so useful on that big area of glass at the back. He put air conditioning in, too, though the compressor has just gone wrong, but I've got a friend who will strip it and rebuild it.'

'The total mileage is now 114,000, but these cars can easily take that. The oil pressure is perfect, and I change the oil regularly, because I grew up in an era when you changed the oil regularly. My father would say, "the heart of the car is the oil; so, change the oil regularly Nicholas," and so I did. It's in tip-top condition, absolutely spot-on. It's just been over to David Unsworth because I'd noticed it kept using water, and it turned out there was a weep on the cylinder head, so he took the head off, had it skimmed, fitted new belts, new gaskets, everything else checked over, and it's done 500 miles since then. I keep it on trickle charge, start it regularly, though I've only done 54,000 in the 15 years I've had it – about 4000 a year. It's done 114,000 in total. It's a fun car for high days and

holidays.'

And what about those high days? Among the most memorable journeys Nick's done in the 968 is to Le Mans. 'That was very nice; we camped, which is fun. I've been to Le Mans a number of times, but now I stay in a caravan. It's just a couple of nights, so it's not that hard, as long as you have a suitable amount of red wine! I've also been all over Cornwall in it, into Wales, up to the Lake District, and I'd much rather use that than the day-to-day car. I've always been very pleased with the performance, which is more than adequate for me. I used to do a bit of motor racing when I was about 18. Two friends and I bought an Austin 750 Special, looked a bit like a Lotus Seven, and we joined the 750 Motor Club and did the Birkett 6 Hour relay and stuff like that. I stepped back due to marriage and other calls on the funds, but one of us (Robert Goodwin) carried on and became Formula Ford Champion in 1990 in a Lola T200; he won 11 out of 13 races that season. My brother Bruce had a Cooper S which he used to race and sprint, and I sometimes had an outing in that.

And how does the 968 stay looking so good? 'My son Oliver does all the detailing

on my cars as a hobby, because he's a graphic designer with an eye for detail. You won't perhaps know that it has a special paint job; it's a special-order Porsche colour, called P12. Everybody assumes it's Speed Yellow, but it's not. We were at Goodwood and a chap said to me, "oh, that's a very nice Speed Yellow 968, and I said, "no, it's not Speed Yellow," and he said, "I bet you twenty quid that's Speed Yellow," so I said, "ok fine, there's one over there in Speed Yellow," so I drove mine over and parked next to it, and he said, "well, bloody hell, it is a different colour," or words to that effect, so I held my hand out and, much to my surprise, he plonked a £20 note into it. I'm sure it's a one-off, because I have never seen that colour anywhere else other than on this car. But then, why have a nice sports car if it's not in your face?'

Now it's crunch time and, due to major health problems, Nick wants to sell the 968 in order to get a more general-purpose car. However, my suspicion is that Nick will find life difficult without a Porsche, and could be susceptible to an interesting proposition. Meanwhile, now's your chance to dazzle the Porsche fraternity with this rather special yellow peril. **PW**

If anyone is interested in buying Nick's 968 he can be contacted on 01568 770479, or email nickandsuewaters@gmail.com

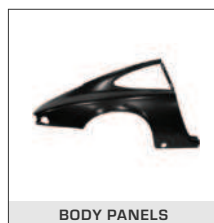
Nick's 968 was a feature car back in 2003, when we documented its rise from its fire-damaged ashes





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Words: Andrew Frankel Photography: Richard Pardon

TURBO GETS A FUN BOOST

The 911 Turbo has always been fast, but it's not always been fun. With 641bhp on tap, fast and furious is a given, but now Porsche has added fun to the factor, as Andrew Frankel discovers

Porsche 911 Turbo S

Model tested:	992 Turbo S
Engine:	3.8-litre flat-six, twin turbo
Transmission:	8-speed PDK
Body style:	2+2 Cabriolet
Economy:	31mpg (combined)
Top speed:	205mph
0-62mph:	2.7secs
Power:	641bhp at 6750rpm
Power:	590lb ft at 2500-4000rpm
Weight:	1640kg



New 911 Turbo S in traditional UK Guards Red launch colour, with long-serving and instantly recognisable 911 HUL plate

For the last 46 years, it has always been the quickest 911, the most powerful 911, the most expensive 911 – at least if you exclude some of the madder of the somewhat specialist GT product lines – but never, at least in this opinion, has the Turbo ever been the best 911.

Which has always struck me as strange. I get that even today a turbocharged engine will likely sound less good than one that is not, not reach quite such lofty speeds nor have quite the same throttle response. And once you could have argued that alone constituted grounds to prefer a standard 911 over a Turbo. But GT cars aside, it's now been fully four years since Porsche produced a 911 that was anything other than turbocharged, whether it said so on the engine cover or not. Yet my essential point remains: I've never driven a 911 Turbo I preferred to a standard Carrera or Carrera S.

The strange thing is that through its lifespan, the Turbo has been two entirely distinct kinds of car, so the reasons I didn't like, say, a 964 Turbo as much as a 964 Carrera 2 are not by any means the same. I always rated the 991 Carrera (with or without turbos) more highly than a 991 Turbo. The early cars were very flawed devices. With single turbochargers and low compression ratios, they were hopelessly lethargic off boost and positively manic on it. The problem was the transition from one

state to the next was not exactly subtle. To counter this, Porsche used the new generation of low profile tyres and widened the rear track to make sure the car had as much rear grip and traction as possible. But that not only made them understeer even more than a normal 911 of that era, it also meant that if the back did start to go, it quite often stayed gone. The last of these cars, the 3.6-litre 964 Turbo, was that rarest of things: a genuinely poor 911, tricky, truculent and untrustworthy.

Which is why the 993 Turbo was so

Apologies for the longer than usual exposition but it is critical to understanding where, exactly, Porsche has tried to position this new 992-based 911 Turbo S. Has it just given the 993 recipe a good old stir – which would be understandable given what a commercial success it's been this last quarter century – or is this at last the 911 Turbo that finally finds the balance between the fast and the furious?

On paper, in the flesh and for most people on the road, too, it seems very much a disciple of the more recent school of

“ Is this the Turbo that finds the balance between fast and furious ”

utterly different. Traction now came from four wheel drive, while boost was provided by a pair of small turbos with a fraction of the inertia to overcome. The 911 Turbo was a car transformed: fast of course, but utterly docile in all conditions. Problem was, it went too far the other way. Say what you like about the cars that preceded it, but they were never boring. But the 993 and all subsequent generations were always more interested in how fast they could go, when what any 911 should really concentrate upon is how it goes fast.

thought. Yes there's a wallop of additional power but you can say the same about every 911 Turbo in history, relative to the car it replaces, though a rise of 70bhp to a fairly preposterous 641bhp is the biggest leap in power yet. Funny to think that's more than double the output of that savage old 964 Turbo of 30 years ago.

Four wheel drive is naturally retained, a specially widened body employed and a top specification selected comprising all Porsche's favourite acronyms from PCCB to PDCC. Meet the new boss, very much the



same as the old boss, or so it would seem.

So look a little closer. And perhaps all is not entirely as it seems. Take that engine, for instance. It's still a 3.8-litre twin turbo flat six, but is nevertheless entirely unrelated to the apparently identically specified engine in the 991 Turbo. In fact this engine is from the new family which has already spawned the 3-litre motors in the Carrera and Carrera S, not to mention the normally aspirated 4-litre engines in the Boxster and Cayman GTS, Spyder and GT4.

Now take a look at the new body. It provides for a wider track, yes, but far more so at the front than the back. Has some adjustment not just of the car's look, but its fundamental handling balance taken place? We shall see shortly.

In the meantime, join me as we head out from Porsche Cars Great Britain HQ in Reading to some rather more interesting roads further west. And it really does seem to be business as usual in here. The new engine is certainly easier on the ear than the gruff old motor in the 991 Turbo S, but it's not as sweet as the related 3-litre units in the Carreras. There's road noise from those enormous wheels (20in at the front, 21in at the rear) and the ride is characteristically firm. Any more so and you might call it harsh.

But the cabin works better here than in other 992s. I've always found the digital dashboard just a little antiseptic for a car as characterful as a 911, but in the Turbo S this office-like feel seems a little more

appropriate, more fitting the car's traditional role as an executive's express. Is it worth the £155,970 list price? Well, given you can buy a standard 992 and save, wait for it, £73,175, I'd say probably not. But it's closer than the vast disparity in these numbers suggests.

We're off the motorway now and it's time to cut to the heart of the matter. What's this thing actually like to drive? If your first priority is pleasure behind the wheel, are you still better off saving over sixty grand and driving a Carrera S instead? Let's see.

How fast is it? Uncomfortably so in the lower gears. I don't know if you've ever accelerated from rest to 62mph in 2.7sec or less, but I've done it plenty of times and not enjoyed it yet. It's good for eliciting strange

Mission control. Familiar 911 swooping dash layout, with analogue central rev-counter, is a nod to tradition. Otherwise, its digital and touch screens, and the whole gamut of modern motoring gadgetry

Centre lock wheels are 20in at front and 21in at rear. Calipers are massive six-pots at the front





Power, grip and still just about manageable size makes the new 911 Turbo S pretty much the fastest thing on four wheels

noises from your passengers but not much else. Do a launch control start and the little meter will register about 1.3g, which is far more than most cars can manage during emergency braking. So that's what it feels like: a full on emergency stop in a car with quite exceptional brakes, in reverse. And if you can find genuine pleasure in that, good luck to you.

Of course the acceleration rate abates in the higher gears, at which point its performance becomes genuinely exhilarating, right up to the point someone deprives you of your licence or liberty. Let me put it another way: the new 911 Turbo S is as fast as you want it to be. No sane person is ever going to drive one and think, 'this is great, but I wish it had a bit more get up and go.'

None of which is particularly surprising. Indeed so far the impression is that relative to the last car, Porsche has done to this 911 Turbo S exactly what Spinal Tap did to their amplifiers.

But there is something else here, something special and important. You just have to look a little harder to find it. Or, more to the point, try a little harder. Owners trading

in 991 Turbos may already have noticed a bit more heft in the steering, but if you really start to push it through corners you'll find a new appetite for an apex too. Because beneath the business suit, there's a far better honed body here, not just stronger, but fitter too. It's more agile, quicker to respond and, yes, better balanced too. You can feel how

per cent of owners 95 per cent of the time, it is absolutely what they expected and, indeed, wanted: a 911 Turbo S just like the old one, only more so. Why mess with a formula that's worked so well for so long? The difference is that beyond that lies an agility we've not seen in a Turbo for 25 years, only this time it's not out to mug you,

“ It's more agile, quicker to respond and better balanced too ”

quickly its angle of attack can change according to throttle setting, allowing you to trim your line minutely without moving the wheel, or you can really lob it in on a trailing throttle, wrench the back end loose, wait for it to rotate the desired amount, stand back on the gas and powerslide it until smoke fills the mirrors. Which is not the sort of thing you're want to be seen doing in public.

So now it's clear what Porsche has done with this car and, hats off, it's clever. For 95

it just wants to play and play hard. No, it's no GT3 – the car is too heavy and the engine too dull of voice for that – and purely as a driving machine I'd still prefer the lighter, slimmer, better sounding, less laggy and still scarcely slow Carrera S, but for all those like me who've whinged for years about each new generation of Turbo merely getting faster not funnier, here is Porsche's answer. And it is one with which it is very hard to argue. **PW**

Wild thing or just wide thing, new 911 Turbo has an even wider bodyshell than the standard 992 models



THE FUTURE IS HERE AND NOW

We've driven it here, there and everywhere, but not in the UK until now. Just before lockdown bit down, we bagged a first drive on home roads. It was worth the wait and now we can't wait for another go!



The arrival of the Taycan in the UK is a significant moment both for Porsche and for e-mobility as a whole. Five years after the Mission E was unveiled in Frankfurt, the first all-electric sports car from a legacy manufacturer has an awful lot to prove. Can an EV really be a sports car? And is the Taycan really a Porsche? Straightforward questions without straightforward answers.

Pitched onto Britain's congested and crumbling road network, the first right-hand drive Taycan is bound to throw up a few new challenges, too. Most people in the UK have yet to see a Taycan in the raw, despite being inundated with imagery for the last 18 months, and rest assured it makes all the difference. Proportions pitch it somewhere between 911 and Panamera, a curious concept on paper that nonetheless works in the metal.

Looking aft, it's impressive that a car that looks this low to the ground can accommodate a proper four seat configuration beneath its shallow raked roofline, but the Taycan just about pulls it off. It's a little pinched on rear headroom, admittedly, but sub-six footers will never notice, and the business end of the cabin is a total triumph. Here, the luxury and space of the Panamera

blends seamlessly with the performance orientation of the 911, with a sporty yet perfectly sighted driving position and an Alcantara-trimmed steering wheel.

Much has already been made of the Taycan's interface, a clean yet complex UI that is immediately intuitive to anyone familiar with Porsche's existing PCM, while moving everything up a notch. The floating instrument binnacle is a jewel of a thing, endlessly adaptable and framed by the essential ancillary switches, all of which are haptic of course. From the driver's seat, the Taycan manages to be both familiar Porsche, and yet somehow more radical – as if you have stepped forward a life cycle or two. For anyone having a wobble about the inevitable transition to electric drive, this at the very least is massively reassuring. The Taycan feels very special indeed, and that's before you've even turned it on.

When you do, it is via a single on/off power button no different to that on any other electrical appliance. On the one hand this is sort of fun, but on the other feels like a missed opportunity to dial in a little drama. The silent start up is followed by a faint background hum, but to all intents and purposes this is an eerily noiseless environment as you select

'Drive' and head out onto the road.

Anyone unfamiliar with EVs will be pleasantly surprised by how quickly a very different set of sensory experiences normalises itself. The Taycan feels sufficiently compact and agile to slot easily into busy UK traffic, yet composed and refined enough to sit at motorway speeds all day long. The steering weights up nicely and the brakes, on this Turbo the carbide-coated standard offerings, are full of feel through the pedal and mercifully devoid of that sponginess that besets Porsche's existing hybrid offerings.

And then there's that acceleration. In the knowledge that all 850Nm of torque is available pretty much instantly, and a horsepower equivalent of 625hp to boot, you drive the Taycan Turbo much as you would a supercar; gingerly at first, with a carefully modulated throttle and a wary eye on the road ahead. But even then, the capacity to catch you unawares is like nothing else. To illustrate the point, Porsche cites 80–120km/h, or 49–74mph in our money, in a mere 1.9 seconds, dropping to 1.7 seconds in the torquier Turbo S. These are crazy, physics defying figures, and enough to give your passengers a proper fright if you open the taps too eagerly.

Styling wise, Porsche have nailed the Taycan, in a way that it never did with the Panamera



Super-low nose enabled by low mounted electric motor, which gives the Taycan mindblowing performance. This is a four-seater that's on a par with a 911 Turbo S

To its credit, however, Porsche hasn't made much of a song and dance about the Taycan's straight line ability, recognising the greater value in repeatable performance and the far more meaningful sphere of chassis dynamics. It has always been mission-critical that the Taycan is considered a worthy member of its line up, and to achieve that, it has to handle.

The stumbling block to that, of course, is mass. At 2.3 tonnes, the Taycan weighs as much as a full-size Range Rover. But Porsche's engineers have been chipping away at this particular coal face for several years, developing increasingly ingenious intelligent chassis systems in beefier model lines that obfuscate weight through the likes of adaptive damping, torque vectoring and rear axle steering. The upshot is a car that almost always belies its tonnage.

We are blessed with some stunningly good driving roads in this country, but also more than our fair share of shocking surfaces, and the Taycan proves surprisingly capable of making the best of both. The ride is compliant; not overly stiff, but firm enough to all but eliminate body roll. The car is well settled at cross-country speeds and nine times in ten manages to feel half a tonne lighter than it actually is. Only very occasionally, a sharp right/left or an off-camber drop will remind you of the realities of lithium ion technology at this stage of the 21st Century.

And this is a big part of the conundrum of critiquing the Taycan. There is only so much that Porsche can do, and it is already pushing the envelope with 800 volt cabling – thinner, lighter, easier to cool – and drivetrain technology that allows it to perform to its full capabilities time and again. Weight is currently a question of mitigation for every

manufacturer, with significant advances like solid state batteries still on the distant horizon. So you're better off looking at the Taycan objectively, as a unique product in Porsche's stable and as the first mainstream performance EV. At which point you realise it's nothing short of a revelation.

There's still plenty to get your head around of course. Aside from the dynamic challenges introduced by the Taycan's mighty battery pack, there is also the ever-present issue of range. The Turbo driven here is given an official range of 279 miles from a full charge, and while this might be possible with an

and rear axle steering. An expensive car then, but one that pales in comparison to the Turbo S, which will give you an extra 81bhp equivalent, but relieve you of a further £23,000 for the privilege. Huge money relative to the diminishing returns over Turbo or 4S for that matter.

Not for the first time, the least expensive and least fussy Porsche may be the pick of the bunch. The Turbos feel like totemic statement pieces for early adopters, while near as dammit all the real benefits of Porsche's ground-breaking EV development will still be reaped by the lesser mortal in the

“ Can an EV really be a sportscar? And is the Taycan really a Porsche? ”

emphasis on regen-heavy stop/start driving, something closer to 200 miles is probably realistic in average ambient temperatures. For most Taycan owners this will probably be more than enough, but until the UK's fast-charging infrastructure is improved, the prospect of having to go long distance remains unappealing.

The other substantial obstacle in the way of Taycan ownership is price. The current entry-level car is the '4S', which starts at £83,367. The larger 93.4 kWh battery can, and should, be bolted on for another £4613, giving you greater range and ample performance. The step up to this Turbo variant is a big one, at £115,858 basic before you've added important cost options like the dynamic chassis control

lesser car.

However sales unfold in the coming months, the Taycan looks certain to become a familiar feature of the British motoring landscape, and when the charging infrastructure improves as it surely must, it will make even more sense to yet more people.

But is it a sports car? Perhaps not in the sense we understand it today, although drawing direct comparisons between internal combustion and electric motors is arguably the wrong approach anyway. The Taycan is wholly deserving of the Porsche crest, but has drawn up its set of requirements, rewritten the rulebook if you like. If this is the future according to Porsche, or even just a small part of it, we should be biting its hand off. **PW**

Below: Interior is a triumph, particularly the 'floating' instrument binnacle. Right: Mighty performance calls for mighty brakes



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1958 Porsche 356A Super 1600 Coupe Stock #12290

This gorgeous factory color 1958 Porsche 356A Super 1600 Coupe (Kardex included) is available in its original color code #5706 Silver Metallic. It comes equipped with a manual transmission, 1600c engine, dual carburetors, 3-spoke wood steering wheel, solid wheels, tool kit, and jack. Also included with this vehicle is the driver's manual as well as receipts totaling over \$18,000. An excellent original California car which was previously owned by a 356 enthusiast who was a member of the Porsche Club of America as well as the 356 Registry for many years. An extremely sought-after classic which would be a great addition to any collection. The Porsche 356A is also mechanically sound.

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1956 Porsche 356A Carrera 1500GS Coupe Stock #7940

This remarkably rare and highly-sought-after 1956 Porsche 356A Carrera 1500GS Coupe is available in a gorgeous color combination of Champagne Yellow with a green interior. It comes with a Certificate of Authenticity and is equipped with a clean Type 616/1 engine with a model correct transmission, very desirable speedster seats, VDO gauges, matching numbers hood and Decklid, beehive tail-lights, chrome wheels and includes the spare tire. The car has been with the same owner since 1971. It is also mechanically sound. This is arguably one of the most desired Porsche 356 models and certainly a must-have for any serious Porsche collector. Don't miss out on this excellent investment potential.

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1969 Porsche 912 Coupe Stock #12106

This 1969 Porsche 912 Long Wheel-Base Coupe is available in its original color code #6804 of Light Ivory with a tan and black interior. It comes equipped with Volkswagen engine, manual transmission, dual carburetors, Corbeau bucket seats, 4-wheel disc brakes, Fuchs wheels, and jack. Also, included with this vehicle is a Porsche 912 engine and transmission. An excellent original black plate California car which is mechanically sound.

For \$28,500



1970 Porsche 914-6 Stock #12243

This gorgeous 1970 Porsche 914-6 featured here with matching numbers and the Certificate of Authenticity included, is available in Metallic Red with a beautiful black leatherette interior. It comes equipped with a 5-speed manual transmission, Weber carburetors, 4-wheel disc brakes, and Fuchs wheels. Also included is a recent service totaling over \$3,000. The most sought-after model of 914 variants that are climbing in value. A very presentable example which is mechanically sound.

For \$69,950



1964 Porsche 356C Cabriolet Stock #11507

This very sharp 1964 Porsche 356C Cabriolet with matching numbers (Kardex included) is available in a gorgeous color combination of light yellow with a green interior. It comes equipped with a 4-speed manual transmission, dual Weber carburetors, solid wheels, and soft top with boot. It was with the same owner for many years. This is a highly collectible car that is mechanically sound.

For \$106,500



1976 Porsche 912E Stock #12129

The 1976 Porsche 912E Sunroof Delete Coupe featured here with matching numbers is available in its original color code #408 Chocolate Brown with a beautiful sand beige interior. It comes equipped with a manual transmission, dual Weber carburetors, 4-wheel disc brakes, and Fuchs wheels. An excellent original 912E which is mechanically sound.

For \$29,950



1968 Porsche 912 Coupe Stock #12192

The 1968 Porsche 912 Coupe featured here with matching numbers is available in its original color code #6802 of Polo Red with a black interior. It comes equipped with a 4-speed manual transmission, dual carburetors, 4-wheel disc brakes, Fuchs wheels, and jack. Also, included with this vehicle are receipts totaling over \$2,000. This 912 Coupe is also mechanically sound.

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1970 Porsche 914 Stock #12358

This beautiful 1970 Porsche 914 is available in its original color code #L11E Canary Yellow with a black interior. It comes equipped with a manual transmission, 2.0-liter engine, 4-wheel disc brakes, solid wheels, and jack. A very clean and presentable example which is mechanically sound.

For \$14,750



1967 Porsche 912 Sunroof Coupe Stock #12240

This 1967 Porsche 912 Sunroof Coupe is available in red with a sand beige interior. It comes equipped with a 5-speed manual transmission, dual EMPI carburetors, sunroof, 4-wheel disc brakes, Fuchs wheels, and jack. Also included with this vehicle are receipts totaling over \$1,000. A very presentable 912 Coupe which is mechanically sound.

For \$29,950



1976 Porsche 912E Sunroof Coupe Stock #12260

The 1976 Porsche 912E Sunroof Coupe featured here with matching numbers is available in red with sand beige interior. It comes equipped with a 5-speed manual transmission, sunroof, 4-wheel disc brakes, and Fuchs wheels. An excellent original California car which is mechanically sound.

For \$29,950



1976 Porsche 914 2.0 Stock #12322

The 1976 Porsche 914 2.0 featured here with matching numbers and available in this one-year only factory color code #L98B Lime Green Metallic with a sand beige interior. It comes equipped with a manual transmission, 2.0-liter engine, 4-wheel disc brakes, solid wheels, and jack. This is a well-priced Porsche 914 which could use some light cosmetics.

For \$15,750



1980 Porsche 911SC Coupe Stock #12323

This factory color 1980 Porsche 911SC Coupe featured here with 92,381 miles on the odometer is available in its original color code #463 Casablanca Beige with a brown interior. It comes equipped with a manual transmission, 3.0-liter engine, air conditioning, cruise control, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, jack, and tool kit. An excellent original 911SC Coupe which is mechanically sound.

For \$39,950



1984 Porsche Carrera Cabriolet Stock #12232

The 1984 Porsche Carrera Cabriolet featured here with matching numbers is available in its original color code #L700 black with a red interior. It comes with a clean Carfax and is equipped with a manual transmission, air conditioning, power windows, soft top, boot, 4-wheel disc brakes, Porsche phone dial wheels, jack, and tool kit. An excellent original well-priced vehicle which has just come out of storage. It had the same owner since 1984.

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Words and photography: Brett Fraser

CAYMAN BITES BACK

Porsche's Boxster with a roof has long been the enthusiast's choice, but it could always use a bit more of...well, everything, really. Enter PIE Performance Tuning, with its modified early 987. More power, more handling, more fun and in a surprisingly affordable package



The tacho needle has just kissed 6000rpm and the 333bhp PIE Performance Tuning (PPT) 987 Cayman S is already travelling at the sort of speed that makes your palms moist and blinkers your vision and concentration so that they focus purely on the road a couple of hundred metres ahead. The car's pace is so urgent, its engine note so strident, that you're questioning the need to go any quicker; but then you realise that instead of trailing off, the power delivery has suddenly picked up a little. It's not as marked as a boosting turbo or a Honda VTEC system jumping on to its punchier cam lobes, but it's noticeable and

compelling and you keep your foot down to savour the unexpected and very welcome surge of speed.

As that tacho needle storms its way through another 1000rpm the PPT Cayman is testing your nerve, so rapidly is it covering ground – in the southeast of the UK you'll be lucky to find many stretches of road sufficiently long and clear to wring the revs out all the way to 7000 in third gear, and to do the same in fourth with any frequency would mean a trip to the deserted back roads of north Wales or Yorkshire or northern Scotland. But so addictive is this car's brawny punch that you'll be tempted to pursue the red line wherever you happen to be driving, and

even if you don't always succeed, there's plenty of fun to be had trying.

What's so impressive about the PPT engine tuning package – the details of which we'll get to in a minute – is that it feels like such a natural fit to the Cayman S's 3.4-litre flat-six, which as standard produces 295bhp. Some power upgrade kits shout 'aftermarket' through their total focus on shock and awe performance at the expense of everyday usability, but what PIE has created gives you the sense that it could have come directly from Stuttgart – it behaves like the standard 987 Cayman S plus 10 per cent in respect to performance, throttle response and sound quality. 'Our aim with the PPT Cayman,' states PIE's





co-owner Chris Lansbury, 'was to evoke the spirit of the Cayman R with a package of affordable upgrades not only to the engine, but the suspension and brakes, too.'

Before detailing precisely what's been done to the Cayman, a quick word about PPT, or PIE Performance Tuning. It's not a separate division of Suffolk-based PIE Performance, more a sub-brand that puts a name to the tuning packages and one-off projects the company develops for all sorts of Porsches. Currently in the PIE showroom is a 964 Targa with a PPT ignition kit that elevates the power output to 278bhp from the standard 250bhp, coilover suspension, a 964 Cup exhaust system and an interior re-upholstered in a very natty tartan fabric: this car sports PPT branding. And away at the paint shop is a 1975 911 2.7 that's being treated to PPT ignition and a modern fuel injection system to make it a more realistic everyday proposition. Waiting in the

wings is an ambitious project to convert a 996 C4S to rear-wheel drive, strip weight from it, and thereby create an RS-like machine that plugs the gap between the C4S and the 996 Turbo. It, too, will brandish PPT stickers.

The Cayman S conversion is a showcase for PPT, explains Chris. 'We wanted to produce a car that embodies what PPT is about, and although my initial thoughts erred towards doing something with the 997, in the end I preferred the idea of the Cayman as it's kind of the underdog of the more modern Porsches, despite being a cracking car. Early 987s are moderately affordable these days and there was clear potential to sharpen up the car's dynamics for customers with modest budgets.'

'So I went on the hunt for a Cayman S with basic trim – no Sport Chrono or anything like that. I wanted the focus to be on the driving pleasure that can be derived

from our PPT mods. Then it was a case of sourcing components that could do the job we want them to do, but which are also readily available and for reasonable money. Another point I'd like to emphasise here is that while our PPT Cayman S has all the mods on it, customers can pick and choose the individual parts that they want, or perhaps build up the complete package as and when their funds allow.'

Not that it was a case of simply pulling some aftermarket components off the shelf and strapping them to the car. 'It was a much more involved process than that,' Chris assures us. 'Sure, with the exhaust it's a readily available Milltek system – you can see logo on the tailpipe tips, so there's no disguising its origin – but even then it's the system that experience tells us best suits this application. The suspension, on the other hand, was subject to many hours of development.'

PPT Cayman S looks subtle in dark blue. PPT decided on 18s, rather than 19in wheels. The lightweight OZs suit it well



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'My gut instinct was to go for a coilover setup, and then I realised that this would be against our ethos of affordability. We still wanted to lower the suspension, though, and opted for the standard configuration but with shorter travel dampers. What took up lots of development time was matching new springs with uprated anti-roll bars – there's also a carbonfibre strut brace at the front –

good ride quality and went with 18s. What we were after were wheels that both looked right on the car and were lightweight. I have to confess that I was initially lukewarm towards the style of OZ Racing alloys that consensus decided was best, but as soon as I saw them on the car I knew they were a great choice.'

Development work on the 3.4-litre flat-six

fully resolved and we're exceptionally pleased with it. Again, this is one of the elements of the PPT programme that customers can't find anywhere else.'

There's always a temptation with tuners' demo cars to go over the top with body kits, crazy paint and lavishly re-upholstered interiors, but as the PPT Cayman S conversion is all about affordability, PIE has commendably left the base car as is, save for a trio of PPT decals, a pair of subtle side stripes and those ace-looking anthracite OZs: the wheels combine with the car's lowered stance to lend the Cayman a tougher, more brooding demeanour than the standard car possesses, suggestive of its freshly re-focused intent.

Although the PPT Cayman S isn't slammed to the deck, there's enough reduction in ride height to make your journey to the driver's seat cushion noticeably longer, confirming the notion proposed by the car's stance that this isn't your regular baby Porsche. The rest of the cabin's familiar enough, although if you've been brought up on a diet of Porsche Press Office cars that are specced to the hilt, the absence of the Sport Chrono stopwatch atop the fascia provides a little visual hiccup.

Handling wise, the PPT Cayman S benefits from shorter travel dampers, stiffer springs and uprated roll bars

Low key badging hints that this Cayman might be something different

“ The PPT Cayman S conversion is all about affordability ”

and I reckon that the finished result is superior to what we might have achieved with the coilovers. The components themselves are readily available, but because of our time investment in finding the right combination I'm not going to be specific about what they are!

Wheel choice was also time-consuming. 'We experimented with a number of different options, including 19-inch rims – we decided against those on grounds of maintaining

has been ongoing for the past couple of years, according to Chris. 'We've matched the ignition to a GT3 throttle body, waiting in the wings for a while now – together with an uprated underdrive pulley to reduce the horsepower consumption of the ancillaries, and a lightweight flywheel – and we were prepared to take the time to get the setup working absolutely spot-on. Crucial to that goal was bespoke mapping for the ECU which, thanks to some recent tweaks, is now





Above: Carbonfibre strut brace lurks in front of front bulkhead

Key the engine into life and, well, there's nothing much to report. The Milltek exhaust is only slightly louder and gruffer than the standard system at idle, and the GT3 throttle body hasn't yet had the chance to start gulping and hissing down air. Obviously there are ways to create greater aural drama at start-up and low revs, but Chris and the team wanted the PPT conversion to be suitable for everyday use and not a weapon for annoying the neighbours.

Settling on the 18-inch rims in preference to the 19s was a wise decision, because at low speeds around town the suspension needs the help that tyres with taller, more cushioning sidewalls bring. The ride quality isn't unacceptably harsh by any means, but the stiffer springs and dampers give it an ants-in-your-pants fidgetiness that's a constant reminder you're driving a modified car. That's not necessarily a bad thing and, as we'll find out in a minute, it's a very worthwhile trade-off for the suspension's performance on the open road, but you might want to bear it in mind if the majority of your miles are urban. And while we're

trundling...lightened flywheels traditionally make low speed gearshifts awkward as their lack of inertia sees the revs fall away quite sharply so you have to get the shift completed pronto, but that tendency was blissfully absent in the PPT Cayman.

Until the road starts to open up and you can build pace, the steering feels slightly over-assisted, but that's a generic Cayman trait and nothing to do with the conversion. Add a bit of speed – with the PPT engine mods you'll have no trouble doing that – and the steering gains feel and weight, while at the same time the chassis upgrades bring assured body control to the party, even over rough rural surfaces. The quicker you go the more impressive the chassis becomes, not exactly smoothing away lumps and bumps but instead communicating their presence while confidently limiting and damping the body's response to them.

This feeling of control is echoed in the way that the PPT Cayman S turns into corners and flies through them. All the work that PIE put into matching the springs with the anti-roll bars manifests itself not only in

a very flat cornering stance, but also in the progressive, measured manner in which the Cayman tips into a bend. As with the high speed ride quality, it's a confidence booster for the driver, and the more miles you do in the PPT car the keener you are to push harder and harder. Currently Michelin Pilot Sports are doing the honours down at ground level on PIE's demo, and on dry Suffolk country roads we didn't come close to exceeding their grip, despite the chassis' entreaties. The sole exception to that fact was in a 50mph second gear corner, where a heavy right foot on the exit provoked a brief twitch of the tail. We'd love to give it a crack on some deserted moorland roads with clearer lines of sight and more challenging corners, because the PPT Cayman S gives the impression that it would be an intimate and engaging drive, not to mention an exhilaratingly quick one.

That speed, of course, isn't purely down to its alacrity along twisting roads. There's the engine, too. I referenced it at the start of this story and what's interesting is that it doesn't dominate the driving experience, as some modified motors do. In part that's

Basic interior perfect for the PPT ethos of no frills, but high on thrills motoring. Lightweight seats could be introduced if an owner required





because it's not madly more powerful than the standard unit, so it doesn't overwhelm the chassis, it's an equal partner. And also because it's well mannered, even if it does go about its business with greater zeal and a brusquer voice than the standard unit.

Your expectation of a car with a sports exhaust and uprated induction is that it's

simply that you won't need earplugs just to drive it to the shops. But don't worry, if it's goosebumps you're after it's goosebumps you'll get when you're revving it in the mid to upper ranges, thanks to the snarlier intake noise and raspier exhaust note.

And then there's the extra punch. You feel it throughout the rev range, in the form

athletic at 3000rpm and if you simply hold the revs between there and 4000rpm the torque will keep you on the pace with 90 per cent of A-road traffic. Expand the envelope to 5500rpm and not much can catch you. Hit 6000rpm and ride that little upturn in power delivery to 7000rpm as I mentioned at the start, and you're raging along the road as quickly as anyone truly needs to be going outside of a race track.

I've always thought that the Cayman R better captures the true spirit of a 911 than any of the water-cooled bearers of the badge bar the GT cars. It's smaller. Nimble. Less fussy. More visceral. More connected to the driver. And the PPT Cayman S very much reminds me of the Cayman R. But the latter currently changes hands for around £40,000, if you can find one for sale. A gen 1 Cayman S, on the other hand, with 50,000 miles or so on the clock, can be picked up for as little as £13,000 (£11K if you don't mind much higher mileage). The full package of PPT goodies is £11,995. You do the maths. **PW**

Slammed is good, and although the PPT Cayman isn't super-low, it's enough to make a visual difference. A good one!

“ And then there's the extra punch. You feel it through the rev range ”

going to sound and behave like some sort of rally beast, but while the PPT Cayman S does play a provocative tune when revved to the rafters, it doesn't deafen you, never becomes crude. That's not to say it's tame – compared with the standard Cayman engine it's the difference between a lion rumbling in a zoo and roaring in the wild –

of usefully more torque at low to middling engine speeds, and appreciably more aggression at the top end. An additional 38bhp might not seem such a big deal in a car that already has 295bhp as standard, but in this instance it adds a fury to the acceleration that elevates the Cayman from top-class sports car to 911 chaser. It gets

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PORSCHE BOXSTER 986

Model tested: Porsche Boxster 986
Engine: 2.7-litre flat six
Transmission: 5-speed manual
Body style: 2-seat sports
Economy: 29.1mpg (combined)
Top speed: 157mph
0-62mph: 6.4secs
Power: 228bhp at 6300rpm
Torque: 192lb ft at 4700rpm
Weight: 1330kg

PORSCHE BOXSTER 987

Model tested: Porsche Boxster 987
Engine: 2.7-litre flat six
Transmission: 5-speed manual
Body style: 2-seat sports
Economy: 30.4mpg (combined)
Top speed: 161mph
0-62mph: 6.1secs
Power: 245bhp at 6300rpm
Torque: 201lb ft at 4600rpm
Weight: 1305kg

PORSCHE CAYMAN 987

Model tested: Porsche Cayman S
Engine: 3.4-litre flat six
Transmission: 6-speed manual
Body style: 2-seat coupe
Economy: 26.7mpg (combined)
Top speed: 172mph
0-62mph: 5.4secs
Power: 295bhp at 6250rpm
Torque: 251lb ft at 4400rpm
Weight: 1340kg

Looking for a first Porsche, or just a new Porsche to replace an existing, or just a sideways move in the Porsche market? Well believe it or not, and in the 1957 words of crusty old Harold McMillan: "we've never had it so good."

Hard to believe as that maybe, in this period of general weirdness, but the old Tory duffer was right. Harold was, of

course, talking about the lot of the average Brit and not, obviously, the state of the second-hand Porsche market. But from where I'm sitting, he was clearly on to something.

And where am I sitting? In the driver's seat of a Guards Red 986 Boxster 2.7, immaculate with just 24,000-miles on the clock, shredding it up, roof down on some stunning Exmoor roads. And all this for just

£11,000. OK, that's premium for a Boxster 986, but this is a premium Boxster. It is immaculate in every way. It's a mid-engined Porsche, with a flat-six engine and it's worth every penny, in a world where folk are prepared to drop £50k on a VW camper van, of the type that's occasionally getting in the way of my Exmoor fun.

Of course, one man's Boxster is another man's occasional light snack. First Porsche





money very much depends on the size of your budget, but the great thing about a mature market, like Porsche, is that there's a huge amount of metal to choose from, not to mention model ranges. When *911&PW* started 30-years ago, a typical first Porsche was a 924 or a 2.5 944. Indeed, my first Porsche was exactly that, in 2001. But if I were looking now, I'd be pitching my tent exactly here, in Boxster/Cayman territory. And also, knowing what I know now, I would be looking for something good, that would require nothing more than regular maintenance, rather than big expenditure, to keep on top of things. In other words, I would be aiming for the top-end of what is still a budget market. Or, a seemingly

paltry £11k, just in case I haven't mentioned that already.

At this price point it's not a question of what to look for, because it should all be pretty good in the first place. Yes, we'll talk you through the basics, and tech guru Chris Horton, will expand in the pages that follow, but really, what we want to get across here, is what these cars have going for them, safe in the knowledge that they're all as fit as a butcher's dog.

So, what have we got? Well, excuse me for extolling its virtues once again, but can I just point you in the direction of this here 2003 Guards Red 986 Boxster. Quite how I didn't buy it myself, I do not know. I've utilised 'man maths' to fund far more

ridiculous purchases. And then moving along we have a Boxster 987 2.7 with an equally paltry 49,000-miles and keenly priced at £11,995. And finally a 987 Cayman S, with the full fat 3.4-litre, flat-six sitting in the middle of its finely honed chassis, with 29,000-miles and a slightly stiffer £17,495, but like the other two, in fine fettle and ready to roll, with nothing to do but get in and drive.

And the rather good thing about this trio is that they all come from the same vendor. Step forward Devon based Flat Six Classics, and its enthusiastic proprietor, Sean Dewhurst. Sean specialises purely in Boxsters and Caymans of the 986/987 variety. That's his niche and with the market

"Soz about the legs," says Bennett, but it was a bloomin' hot day! Which is why, of course, you want a Porsche that does alfresco

Sean Dewhurst is the man at Flat Six Classics. It pays to specialise these days and Sean is the go-to man for good 986/987 Caymans and Boxsters



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coming around to prime examples of each, we reckon he's in the right place. These days you've got to specialise and frankly we were rather spoilt for choice at his rural hideaway location. There's a reason Sean comes out to meet you on the nearest road, because you'd never find him on your own.

It pays Sean to seek out the best cars and that's quite a skill, with so many scruffy

mine have. For many a first Porsche will also be a second car, and if you're going to have a second car, there's a very strong argument for that to be a roadster. I'm not going to say a convertible or a cabriolet, because that doesn't say 'sports car' to me. And while I would never have a 911 sans roof, a Boxster is a different matter. It's a proper sports car, designed from the outset

time again, my 996 would be a 986 Boxster, probably in Guards Red, with 34,000-miles on the clock and...there I go again. I'll finish... I would slam it slightly and put some Gp4 replica Fuchs on it to toughen it up a bit. And last time I looked it was still for sale!

Because Martin doesn't want to knock out any rubbish, his cars have to be prime examples. It doesn't take much to make a Boxster or Cayman feel a bit baggy, so he won't countenance any suspension wobbles. All those suspension arms should be treated almost as service items and bottom arms and the big 'tuning fork' arms are replaced at the slightest whiff of wear. Likewise front radiators and a/c condensers, which can rot out. All pipework is checked over, exhaust clamps, gaskets, bolts and sleeves replaced if need be, plus brake discs, pad wear sensors and fluid. Oh, and a decent set of N rated boots will be fitted. Plus, because all Sean's cars are generally low-mileage, and low on the owner count, overall condition is good and interiors are not worn out, which can so often be the case.

Before we get on to how these cars

You thought 986 Boxsters only came in silver, which is why it's so refreshing to see one in Guards Red. A bit loud? Well, it is a sports car

“ If I had my time again, my 996 Carrera would be a 986 Boxster ”

examples out there. Of course, having a good track record helps, and establishing a customer base means that cars are likely to return as owners trade up. Indeed, 911&PW newshound, Jeremy Laird's Boxster S 986, was sitting waiting for its next buyer, a car that Sean describes as a 'boomerang' Porsche, because it just keeps coming back.

Tastes and times change and I know

to be roofless.

Indeed, I will go further and fess up to the fact that my taste for ragtop sports cars is more thanks to MX-5s, than Boxsters. After years of having an MX in the family, I am utterly conditioned to the roadster way of life. I don't care what I look like driving one, because I enjoy the drive. The reason my 996 gets little use is because there's an MX-5 in the next-door garage. If I had my

Left: First owner specced Turbo look 18s, which suit and still ride well. Below: Interior is basic, which is a good thing









drive, it's worth describing how a bad Boxster or Cayman drives. In a word, they are quite horrible, usually because if, say, the suspension is knackered, then everything else is, too. But it is the suspension that you really notice. It's complicated and sophisticated for a reason.

threadbare.

These are the cars that have fallen down the food chain, with multiple owners, beguiled by the badge, but shafted by the reality of sorting it out, so they move it on to the next mug, until something catastrophic happens and scrappage beckons. Just

Car Hood Warehouse (carhood.com).

Needless to say, the respective roofs on the two Boxsters on test today are immaculate.

So, what does a good Boxster look like? Well, let me point you in the direction of this rather splendid Guards Red Boxster 2.7... Actually, before we slip behind the wheel, it's worth saying that one of the plus factors of these earlier Boxsters is that quite often they haven't been specced to buggery. If you like the charm of a simple life, then quite often the first time Boxster buyer would have been stretching the budget somewhat and so often only a few options were specced. And Porsche dealers wouldn't get quite so uppity about a basic Boxster, while they would and will get shirty if you ever try to basic spec a 911, often threatening catastrophic residuals when you come to sell it or trade back in with them.

I absolutely do like the charm of a simple life, so I'm intrigued by this Boxster, which comes with Alcantara trim, bolstered with

Basic 987 Boxster, with 2.7-litres and 245bhp. It's not mad with power, but there's enough. Note 17in wheels and balloon tyres

“ It's worth describing how a bad Boxster or Cayman drives: horrible ”

When it's good it's very, very good, and when it's bad it's horrid. And if the suspension is knackered, then you can bet the clutch is creaking and on its last legs, and the tyres are budget specials, the brakes are shagged, the air con devoid of charge and the interior dubious and

don't go there unless you really are a masochist.

And then there's the hoods. They last well, but if abused, then that's an expensive fix. The hood on a garaged and cared for Boxster can last almost indefinitely. But if you do need a replacement, then head to

Left: Not fashionable, maybe, but the 17s ride so well on typical UK roads. Below: Basic Boxster interior, save for heated seats





911 Carrera 4 S (993)

Arctic Silver • Black Leather Sports Seats • X51 Power Kit (300 BHP) 18" Turbo Wheels • Electric Sunroof Porsche Certificate of Authenticity 7,146 miles 1998 (S)

£159,995



911 GT3RS (996)

Carrera White • Black Nomex Bucket Seats • One of just 113 UK-Supplied Cars • Factory Roll Cage • Paragon Service History • Air Conditioning 20,919 miles • 2004 (53)

£139,995



911 GT3 (996)

Guards Red • Black Leather Bucket Seats • One of just 106 UK-Supplied Cars • Air Conditioning • Paragon Service History • 18" Sport Design GT3 Wheels • 29,552 miles • 1999 (V)

£79,995



911 Turbo (997 GEN II)

Jet Black • Black Leather Seats PDK Gearbox with Paddles • Bose Sound • Parking Sensors • Sport Design Steering Wheel • Bi-Xenon Headlights 34,027 miles • 2012 (12)

£67,995



911 Carrera 2 GTS (997 GEN II)

GT Silver • Cocoa Leather Sports Seats PDK Gearbox with Paddles • Switchable Sports Exhaust • Sport Chrono • Parking Sensors • X51 Power Kit (408 BHP) 28,486 miles • 2011 (11)

£59,995



911 Carrera 2 Targa (993)

Turquoise Green • Marble Grey Leather Seats • 285 BHP VarioRam Engine Air Conditioning • 17" Targa Wheels Porsche Classic Navigation • 71,789 miles • 1996 (N)

£59,995



911 Carrera 4 (993)

Arctic Silver • Classic Grey Leather Sports Seats • Manual Gearbox • Air Conditioning • 285 BHP VarioRam Engine • 17" Cup Wheels • Dark Blue Power Hood • 61,259 miles • 1997 (P)

£59,995



911 Carrera 2 S (991)

Basalt Black • Black Leather Sports Seats • PDK Gearbox with Paddles Switchable Sports Exhaust • 20" Carrera S III Wheels • Bose Sound 22,832 miles • 2012 (62)

£54,995



Cayman T (718)

Carrera White Metallic • Black 918 Bucket Seats • 20" Carrera Sport Wheels • Switchable Sports Exhaust Touchscreen Satellite Navigation with Apple CarPlay • 1,669 miles • 2019 (69)

£52,995



911 Turbo (996)

Seal Grey • Black Leather Seats Tiptronic S Gearbox • Electric Sunroof Bose Sound • Parking Sensors Previously Sold & Serviced by Paragon 59,357 miles • 2004 (53)

£41,995



911 Carrera 2 S (997)

Guards Red • Black Leather Sports Seats • Tiptronic S Gearbox • 19" Carrera S Wheels • Satellite Navigation Parking Sensors • Bose Sound • 53,923 miles • 2005 (05)

£25,995



Cayman S (987 GEN II)

Basalt Black • Black Leather Seats Touchscreen Satellite Navigation with Bluetooth Phone • Parking Sensors 19" Carrera S II Wheels • Sport Chrono 50,062 miles • 2009 (09)

£24,995

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black leatherette. It has really but two options to its name: a Bose sound system and 18in Turbo look wheels. I would have been even more charmed if it was rolling on 17s, or even 16s, but I have to concede, it looks pretty good on 18s, and besides I'm going to throw some Fuchs at it, am I not?

middle. With 228bhp, and quite widely spaced ratios in the five-speed 'box, it wasn't blisteringly fast then, and it certainly isn't now, but what it's got you can really get to grips with and exploit, rather than only tickle every now and again, as is so often the case these days.

some Porsches now.

Needless to say it's a struggle to extricate myself from the Red Devil on my should to the rather more sober 2005 Boxster 987 2.7, in Seal Grey. Ordinarily I go for the more subtle colours, but hey, shouldn't a sports car shout a bit?

However, there's plenty about this Boxster to like. Again, it's got a super basic spec, right down to its 17in wheels, which I love and it doesn't draw too much attention. Inside it's got leather heated seats (lovely in the winter), with basic electric adjustment for the seat back. Other than that, there's no leather dash, or door cappings. No 'infotainment' nonsense, just a basic sound system, and a steering wheel that does just that – steers. As opposed to switching radio channels, adjusting the volume, or taking calls.

The 986 Boxster was surprisingly compliant on its 18in wheels, but the 987 on 17s is just perfect on the Exmoor lumps and bumps. It's as if the Zuffenhausen

With pretty much 300bhp, the Cayman S is noticeably quicker than the Boxster duo. It feels stiffer, too, with its steel roof for extra rigidity

“ What it's got you can really get to grips with and exploit ”

And so how does it drive? Well, it's timewarp stuff. It drives like the Guards Red Boxster 2.7 that I had on test back in 2002. I remember it so well, because it was just such a sweet car to drive. All the contact points were spot on. Light clutch (recently changed), fluid gearchange, chatty steering and that pivotal feeling of the engine in the

Add to this the fit for purpose suspension, and a decent set of boots, and absolutely no electronic trickery, bar traction control, and this is driving at its most pure. No distractions, no interventions, just a pure analogue experience and a flat-six sound track. Important that, in a world of four-cylinder mediocrity, for most things, even

Left: 18in wheels on the Cayman are by no means big, by current standards. Below: Typically, a Cayman S interior will be better specced than a base Boxster







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at Flat Six Classics

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engineers came here to fine tune the suspension. I'm unapologetic when it comes to suspension and ride quality. So many modern sports cars just aren't fit for purpose, trading ability for looks, on ludicrous 20in wheels, or relying on complicated active suspension to keep the rolling mass under control.

This Boxster on 17s, with sensible profile tyres and standard passive dampers, is a

only launched in S form, with something of a wait for the base model. Consequently, it attracted a different sort of buyer, with a bit more to throw at options. This Cayman is well specced with a lot more leather, plus Bose, PCM and steering wheel controls. It's also in 'as new' condition, despite its 14 years.

On a glorious day, like this one, with the mercury at 75 deg, it seems a shame to

thanks to its roof, and the 18in wheels and low-profile rubber, while still compliant, aren't quite as one with the road.

Unlike the two 2.7s, the Cayman, with its bigger engine and six-speed 'box, has power everywhere, with an almost elastic delivery, which keeps on stretching as you keep the throttle down. The others are fast, this is bordering on properly fast and with a soundtrack that is bigger, too, another by-product of capacity.

It's more expensive, at £17,495, but that's still something of a bargain, with just 29,000-miles on its clock. Think, what would you rather have? A reasonable 996, or an immaculate and much newer Cayman. I'm a 996 owner and I know which way I'd go.

Which would be to either of the Boxsters. It must be an age thing, because I'm turning into one of those middle-aged sports car drivers that I used to sneer at. As a younger motoring hack, unless it was a Caterham or Elise, I didn't want to know. But now I get it. Fun in the sun is more fun with the roof down and at this first Porsche price point, going topless seems to be a no-brainer.

Equally, at this price point, it's a no-brainer to buy something that's fit and ready to go, rather than a tired out hand me down on creaking suspension and four mismatched tyres.

No surprise, it's the Guards Red 986 Boxster I can't keep my eyes off. It's still for sale, too. With first Porsches available at this sort of money, we really have never had it so good.

Get in there before I do... **PW**

Are we having fun yet? You bet. Selling the dream, this is what it's all about

“ At this price point, it's a no-brainer to buy a car that's fit and ready to go ”

delight to steer and perfectly in tune with its modest 245bhp. More rubber on the road and the grip-to-power ratio would be stacked in favour of the latter. As it is, you can push hard in the Boxster and feel the chassis working underneath you, working with the road, rather than pummeling it into defeat.

And finally to the 2006 Cayman S, a gen 1 3.4 example. I love a Cayman. My first major road trip, after taking the Ed's chair on *911&PW*, was taking a just launched Cayman to Wales, in early 2006. I loved a Boxster, too, but the Cayman had a roof, which to me counted back then. Not now, however.

The Cayman was more expensive than the Boxster when it launched. It was also

clamber into a confined, roofed space and once cocooned I'm immediately missing the open air vibe. Still, the air con is effective, not to mention vital. I've spotted a couple of air-cooled 911s today, with windows down and heated looking driver and passenger. No thanks, our summers are getting too hot for that...

The Cayman has more of everything. Nearly 300bhp from 3.4-litres, with a noticeable boost in torque, which gives it a more relaxed ability on the road. There's a six-speed box, too, which typically is a joy to operate, with just the right amount of resistance before a gear is relinquished and a new one slots into place, via the stubby lever.

You can feel that the chassis is stiffer,



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FIRST AMONG EQUALS

Consultant editor Chris Horton has long advocated one of the so-called transaxle cars as the ideal first Porsche. This year, however, as the recent new owner of a bargain-basement 2003 Boxster 'S', he is unsurprisingly recommending either a car like that or one of the many other 986 variants still so readily and inexpensively available. Photographs by the author



Every year, for longer than I can readily remember, our annual 'Your first Porsche' extravaganza has been a staple of the *911 & Porsche World* editorial strategy. And for pretty much every year, for longer than I can readily remember, I have enthusiastically suggested, as my own choice for that rite-of-passage role, one of the so-called transaxle cars: 924, 944 or 968.

But not this time. Not because I no longer have faith in those models – far from it; I still own and plan to keep my 924S and my 944, certainly within the wider Horton family – but because if you don't already have one they are, in truth, becoming increasingly risky and difficult to buy. Older, scarcer, and costlier to maintain. Potentially more neglected and/or abused, and frankly ever more 'vintage' in their appearance, in their overall feel, and not least in the driving experience they offer. Could I see my young niece, for instance, switching from her mum's anodyne but

easy-to-live-with Honda to even a late-model 968 Tiptronic? (That was Porsche's name for its automatic transmission back then.) No, not really. It wouldn't end well.

A 986-model Boxster, however, would be a different story. The oldest is now 24 – about the same as said niece – but unsurprisingly, as the car that elevated Porsche from a specialist sports-car manufacturer on the brink of bankruptcy to what was briefly the most profitable vehicle maker on the planet, it still feels intrinsically up-to-the-minute. Airbags and ABS come as standard, along with power steering and electric windows and mirrors. Most have the air-conditioning essential for summer driving, even here in the UK. And many have the Porsche Stability Management or PSM that, while it cannot overcome the laws of physics, might one day help an inexperienced or incautious driver avoid an accident. And for all its (I think wrongly) perceived limitations, the optional two-pedal Tiptronic makes a far better – and quicker – job of shifting gear than the vast majority of

human beings ever will.

Thanks to a zinc-coated body shell you shouldn't have to worry about the rust that for decades has been the hidden heartbreak in many a classic sports-car purchase – transaxle and other Porsches included. And last but by no means least, there is that remarkable fully electric folding roof, which offers not only all the comfort and refinement of a coupé, but also the versatility and enduring appeal of open-top driving whenever the opportunity arises. I have always shied away from convertibles of any kind, preferring to have a solid(ish) metal panel over me, but from the moment back in 1996 when I first drove a Boxster I could see that it genuinely offered – as it still does – the best of both worlds.

For all that, Boxsters – of this type and age, anyway – are almost laughably inexpensive. I could fill the remainder of my allotted column inches here discussing the financial minutiae of the current 986 marketplace, but suffice it to say that in early March, blissfully unaware of the

March 2020, just a few days before the UK went into Covid-19 lockdown, and our newly bought £4000 Boxster 'S' after a quick wash and vacuum. It would remain here for the next three months. Biggest issue, or so we thought at the time, was the 18-inch Sport Design wheels, which quite apart from somehow looking all wrong had been very poorly refurbished. Tyres were pretty rubbish, too, and certainly didn't hold their air reliably. Full story on addressing that next time. In fact, it would be the two drive shafts that had the biggest effect on the way the car behaves



August 2020, and by now the car is on a set of Cayman rims – an inch smaller in diameter than the Sport Designs, in near-perfect condition, and with worn but still legal Continental tyres. They made a huge difference to the car. Thanks to Maundrell & Co technician (and Cayman owner) Darren Gardiner for that, together with some fixing bolts that were in equally good condition – and we suspect he'll be offering a lot more practical assistance in future... Below: there's the usual RMS oil leak between engine and gearbox, but we can live with that for the time being. Almost comically corroded exhaust clamps will be early candidates for replacement

world-changing events soon to follow, I bought the car you see here – a one-owner, 2003-model, 3.2-litre, 260bhp and potentially 160mph 'S' with the standard six-speed manual transmission. It also has the opening glovebox absent in earlier models, plus electric release mechanisms for the front and rear lids, and not least a glass rear window in the hood, instead of the famously crack-prone plastic affairs of the first series of models.

How much? Well, just a few days ago one of my neighbours guessed about £30,000, and was genuinely amazed when I told her I had paid just a fiver short of £4000. Had it been a contemporary 911 Carrera – which from the driving seat forward is practically identical – it might well have cost three or four times that figure. And it would almost certainly have endured a much harder life.

Crucially for the purposes of this story, that bargain-basement deal had nothing to do with any inside knowledge – except, perhaps, the experience that enables me to spot (I hope!) a Porsche bargain. The car was parked outside an antiques centre in a village here in rural Oxfordshire, with a 'for sale' notice inside the windscreen –

so anyone else in the area could have seen it and bought it. I drove past it several times, but finally gave in to temptation and stopped for a closer look. Needing, as always, another car like a hole in the head, my first move was to ring several of the specialists and dealers I work with. No takers there – I am now very happy to report! – so nothing for it but to take the plunge myself, with moral and financial support from an old friend, another Chris. (And himself previously the owner of a 996 Carrera that featured regularly in these

owner had optioned it up to just short of £45,000, and then, judging from the thick bundle of invoices, mostly from a London-based independent, must have spent getting on for £20K having it serviced and repaired over the intervening 17 years. He had even bought a hard-top at some point, presumably second-hand since it is not in precisely the same shade of silver (Arctic) as the rest of the car (Meridian), and although there is no paperwork for it I reckon that alone could have set him back as much as £2000.

“ Nothing wrong with a £4K Boxster. You'll have fun with that all day long! ”

pages until about 10 years ago.)

I'm not going to repeat here too much about the car's precise specification – see my initial *Our cars* report in the May edition for more on that. (And perhaps updates in subsequent issues of the magazine.) Suffice it to say that the one previous

My pre-purchase inspection, I will be the first to admit, was perfunctory – but then sometimes you just know whether a car is inherently good or bad. Or are prepared to live with the consequences. (And obviously any private sale such as this comes without a warranty or any other form of consumer





protection; *caveat emptor*.) The body, apart from a few stone-chips, and a minor dent on one sill, appeared undamaged. The interior was clean and tidy – it even had the original Porsche umbrella in the pocket on the passenger-side sill trim. The engine started easily (albeit with jump-leads), and sounded healthy enough. A quick look under the rear end showed the not unexpected oil residue, presumably from the infamous crankshaft RMS, or rear main seal, but it certainly wasn't pouring out. I could hear no piston slap – usually a harbinger of the dreaded cylinder-bore scoring – and no rattles from the equally feared intermediate-shaft (or IMS) bearing.

My test-drive wasn't exactly thorough, either. I really didn't like the look of the tyres – or the horrendously scabby, split-rim Sport Design wheels, come to that – so restricted myself to just a couple of miles down the A40 and back. That painted a less than encouraging picture, suggesting that at

least some work would soon be needed on the suspension, but by then I had decided that I – or rather Chris and I – would be unlikely to encounter any insurmountable problems in that and the associated braking and steering departments. And certainly nothing that wouldn't make a good story.

And so, broadly speaking, it has proved. With lockdown firmly upon us – we had intended to put the car on the road from the end of the month – the car stood idle on Chris's driveway throughout April, May and June. He ran the engine up to temperature two or three times, he told me, and very early on we had taken off (and obviously refitted) the hard-top, just to make sure that there really was still a folding roof beneath it, but perforce that was the extent of any post-purchase enthusiasm or activity. Suddenly we all had many other more important matters to worry about.

When at last we were allowed out again, my first task was to organise insurance and

road tax. The former I achieved easily and I think inexpensively enough by adding the car to my and Mrs Horton's multi-car policy with Admiral (an extra £50 or so until the renewal date in the autumn), the latter by paying the DVLA a somewhat sobering £330 for the next 12 months. (Road-tax rates now vary, of course, depending on the car's age, engine size and exhaust emissions.) And then I went for a drive.

Oh. My. God. What have we done? This thing is TERRIBLE! Harsh, noisy, more clonks and bangs from beneath than a track-laying bulldozer, the unmistakable and disquieting sensation that the rear wheels are doing almost as much steering as the fronts, and an engine that seems worryingly reluctant to remain running after a hot start, unless you give it quite a bit of throttle. I really do need to sort this out before Chris gets behind the wheel, or he will surely wonder what on earth I have learned these past 25 years. And quite

We need to tweak the way the front wheels fill the arches – probably with thin spacers – but that's way down the list. Front apron will have to come off, too, for replacement of the air-con condensers and possibly engine-cooling radiators. Below: drive shafts and tie-rods were/are worn, but fixing those will be relatively easy. Discs are predictably grooved, too. Air-con pipe damaged by careless use of jack or lift – another common problem – but doesn't appear to be punctured. Rusty brake pipes are most definitely in need of early replacement





For a car that has probably spent much of its time in London, front end is quite tidy underneath – scrapes are confined to the replaceable apron rather than the sheet metal. But the bumper will come off for the air-con work, and then we can make sure it goes back on with all new brackets and fixings as required. Light-alloy ferrule on steering pipe has corroded (above, right), another common fault, but it can legitimately – and easily and cheaply – be fixed with a worm-drive hose clip. Left-hand drive shaft (below) has been replaced since this photo was taken, and proved to be in an absolutely shocking state. More on this in a future how-to story. Earlier cars than ours (below right) came with a plastic ‘window’ in the folding hood, and these quickly became notorious for unsightly cracking and splitting. Simple and cost-effective answer is a complete new roof from Car Hood Warehouse – see their ad on page 42 for more details

reasonably want back his half-share of the cost. Still, if it all goes really wrong we can always break the car for parts...

First job, then, was to put the Boxster on one of the lifts at BS Motorsport, where workshop manager Rob Nugent kindly helped me have a preliminary look at the underside. And it soon became apparent that the so-called MOT test, just a few weeks and miles before we bought the car, might as well have been carried out by Ray Charles. In truth, there was nothing visibly broken or missing – or nothing catastrophic, anyway – but Rob quickly traced the rear-wheel steering to badly worn tie-rod ball-joints, and the terrifying harshness in the drivetrain to completely and utterly wrecked constant-velocity joints in both drive shafts. The one on the left had about 20 degrees of rotational movement between the shaft and the hub, with an equally disturbing amount of up-and-down play. That was most likely the source of much of the vibration that might otherwise have been blamed on out-of-balance wheels.

If those are relatively rare issues in these cars – and even at that stage I knew they would be fairly easy to fix, and bring about huge improvements in its behaviour – the other easily visible faults are not. Rare, that is. All four brake discs were (and still are) showing the deep tramlining for which they are notorious, especially on their usually unseen but hotter-running inner faces, and the pads are getting a bit thin – but they still work OK. And taking the wheels off had revealed that, despite 11 of their 20 bolts having been renewed (in 2015, according to the paperwork), the conical collars on the remaining nine, including the locking anti-theft jobs, were starting to crumble

alarmingly. That is another depressing oversight (that is to say false economy) on Porsche's part. Shame on you.

Likewise the comically corroded exhaust clamps (although amazingly, none of the joints appeared to be leaking) and, perhaps most worrying of all, the rusty brake lines, which in places look as though someone has covered them in copper-based grease in an attempt to conceal the corrosion. I could just about forgive the MOT-tester those CV joints and tie-rods, but to let such a well-known and potentially dangerous fault as that slip through the net is bordering on the criminally negligent. Whether it will result in an engine-out job to replace them I don't yet know, but at least that would give us the opportunity to tackle several otherwise difficult or impossible jobs, including perhaps replacing (again) the air/oil separator, and any other suspect hoses, pipes, cables, clamps, and so on. It would also be the obvious time to replace the clutch and dual-mass flywheel – although the invoices show that those have been renewed twice already; perhaps the previous owner was particularly hard on the drivetrain, and that might also explain the CV joints. Maybe the IMS bearing, too.

Ah, yes. The elephant in the room in any water-cooled flat-six. Or is it? My initial plan, with the car intended at least in part as a showcase for future how-to stories, was to have that out as a matter of course. Not necessarily to replace it with one of the numerous after-market jobs – because I don't now believe that the standard Porsche component gives anywhere near as many problems as is often suggested – but simply to inspect it and, if necessary, to replace it with a brand-new equivalent. And that may

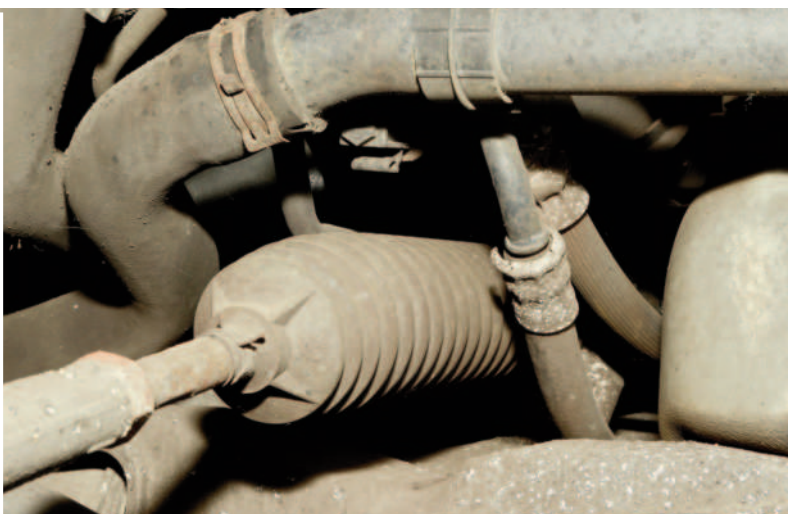
yet happen. But the fact is that it sounds perfectly fine, and given the cost and effort involved there is no point in fixing something that isn't broken. We shall see.

And that, so far, is pretty much it for Project Boxster for the moment. I have, as you will see elsewhere in this edition, replaced the ignition switch – another common if not universal problem right across the 986 and 996 ranges – and within the last few days I have replaced not only the wheels and tyres but also the most badly worn of the two drive shafts. I shall bring you the full story on those items next time, but suffice it to say that with total expenditure on the shaft and switch at around the £170 mark, and the car already literally transformed, I am naturally feeling rather pleased with myself. No, make that very pleased with myself.

For the whole of the 24 years during which I have been involved with this magazine – nine as editor, and the last 15 as a monthly contributor – it has been my mission to spread the word about these remarkable, fantastic machines, especially to those who, as I once did, believe they cannot possibly afford to run a vehicle as exotic and as exciting as a Porsche. And I can think of few better ambassadors for that noble cause than this.

I shall leave the last word to none other than Steve Winter, the highly experienced proprietor of St Albans, Hertfordshire-based independent specialist Jaz. 'Oh, it's only a four-grand 986,' I explained, rather apologetically, when I bumped into him a few weeks ago. 'There's nothing wrong with a four-grand Boxster,' he said with a broad smile. 'You'll have fun with that all day long!'

Yes, Steve, I believe I will. **PW**



Words: Keith Seume Photos: Andy Tipping

HORSES FOR COURSES

When Porsche introduced the 991 model range in 2012, the automotive world sat up and took notice. It was regarded as only the third major revision of the 911 in its long history, but was it worthy of being the flagship in Porsche's ever-expanding fleet? We track down a first generation 991 GTS and a lightweight 991.2 Carrera T, both of which wear a price tag of around £75K. So, red or black – which one is your money on?



It's been not far short of a decade since Porsche let slip that there was a new kid on the corporate block – that's a lifetime in modern car design. Since then the 991, as the new model was tagged, has been upgraded to a gen 2 version (referred to unsurprisingly as the 991.2) and then ultimately superseded by the 992 in 2018. And in case you're wondering why the then-new 911 wasn't simply – and logically – called the 998, seeing how it followed on from the 996 and 997, the answer is that 998 was already spoken for (as was 999) but 991 and 992 were free for use, having not been allocated to any past Porsche project. Yes, really, it was that simple.

The arrival of the 991 represented only the third major revision of the 911 in its history. In 1989, the 964 was the first to break the mould. Despite having a bodyshell that was almost identical to that of the G-series impact-bumper cars that went before, its (for then) advanced coil-

sprung suspension and optional four-wheel drive took 911 handling and ride to new levels. This was followed by the 993, the styling of which, although under the skin it was arguably not too dissimilar to the 964, dragged the 911 into the modern age. Refinements to the drivetrain made it a great driver's car.

The single biggest leap, of course, was the introduction of the 996 with a totally new bodyshell and – pause for deep breath – water-cooling. Oh, and a disappointing interior. Sharing much of its componentry with the new Boxster, the 996 was the first 'world' 911, designed to be built in left- or right-hand drive from the get-go (critics often felt the driving position in past 911s was a little awkward in RHD spec, thanks to offset pedals and steering wheel). Its styling left many people cold – notably the 'fried egg' headlights – and the quality of the interior trim left much to be desired. The M96 engine also proved to be the elephant in the room, as early failures

left Porsche engineers with red faces. Not so the Turbo, of course, with its 'bullet-proof' Mezger-designed engine – that was in another league...

The 996 was followed by the 997, which ironed out many of the shortfalls of the 996, with revised styling, a tidier interior and an overall air of greater attention to detail. In short, the 997 was a great car, available in a variety of specifications to suit every driving mood – many believed it would be a hard act to follow.

But follow it Porsche did, with the 991 series. Testing took place in South Africa, a programme which was detailed in our September 2011 edition, where the redesigned 911 showed its mettle. The new car was substantially different to its predecessors, with extensive use of aluminium throughout its structure in order to save weight. The floors, roof, most of the rear structure, doors and bonnet were aluminium, with the rear wings remained stamped from steel as their shape didn't





lend itself to being pressed in aluminium.

The main body sides are stamped from steel, too, as are the principal longitudinal 'crash protection' members and A-posts. The beam running across the car at dashboard level, on which the body relies for much of its torsional rigidity, is a magnesium casting.

The difference in weight between the bare bodyshells of the 997 and the 991 was around 100kg. That's a huge saving (like for like, complete 991s were some 40kg lighter than the equivalent 997 models). However, the new structure meant that the 991 couldn't be built on the same production lines as the 997, demanding total retooling of the assembly plant.

The wheelbase of the 991 was 100mm (or four whole inches) longer than that of the 997. The rear wheels have been moved 70mm further back in relation to the engine and transmission, to reduce the rear overhang, while the front axle line has been moved forward 30mm to improve interior space. The overall weight distribution, fore-aft, was little changed as a result, but the effect on handling of a heavy engine slung out the back – and modern water-cooled lumps are heavy – was reduced. The factory claimed the moment of inertia was reduced by 5 per cent, the centre of gravity lowered by 5mm...

Of course, shifting the rear wheels back like this was no simple matter, unlike the change from short- to long-wheelbase in the early days of the 911's life. That was achieved by simply extending the suspension arms and angling the driveshafts back accordingly. As far as the 991 was concerned, this apparently straightforward adjustment in wheelbase meant replacing the 997's manual gearbox with a new seven-speed unit based on the existing seven-speed PDK transmission – the semi-auto PDK transmission had already been modified for use in the 997.2

and was ideally suited to the new application. The PDK featured an electronically-controlled limited-slip differential, reliant on the PDK's oil pump, while the manual 'box ran a conventional LSD unit.

But what of the engine line-up? Superficially, it appeared the engine options were carried over from the 997, with one major change: the 3.6-litre unit used in the outgoing model was reduced in capacity to 3.4-litres (actually 3436cc) as Porsche apparently wished to widen the divide between regular Carrera and Carrera S models. The new engine – which formed part of what Porsche referred to as the 9A1 series – produced more power than its

acronym!) to put the power down where it's needed, PSM (Porsche Stability Management) – which, according to Porsche, is an automatic control system for maintaining stability at the limits of dynamic driving performance, PADM (Porsche Active Drivetrain Mounts) to tighten up the drivetrain location when driving in a 'spirited' fashion and PCCB (Porsche Carbon Composite Brakes) as an option. But new to the table was PDCC...

PDCC – or Porsche Dynamic Chassis Control – was first introduced on Porsche's Cayenne SUV range as a way to control body roll when cornering. In essence it was an automatically adjustable anti-roll bar system. The idea of applying this

Carrera T was equipped with figure-hugging 918 Spyder-style buckets, but yellow-faced instruments and yellow detailing might have looked more at home in a Ferrari... Seven-speed manual shifts with rifle-bolt precision

“ Like for like, 991s were some 40kg lighter than equivalent 997 models... ”

predecessor despite the reduction in capacity, rising by 5bhp to 350bhp, but returned better mileage. The 3.8-litre 'S' motor was boosted to 400bhp – a rise of around 15bhp – thanks to an increase in engine rpm (maximum available revs were increased to 7800rpm) and redesigned fuel-injectors. In addition, steps were taken to reduce internal frictional losses, while both induction and exhaust systems were fettled in the quest for efficiency.

Porsche loves acronyms – boy, does it love them – and the 991 sales blurb bristled with some fine examples. Many were predictable – PASM (Porsche Active Suspension Management) to give the driver the ability to tune the ride height and stiffness to suit his driving mood, PTV+ (Porsche Torque Vectoring 'Plus', only available with PDK – sorry, yet another

technology to the flagship 911 range was met with some resistance among Porsche's engineers. PDCC first appeared in 2008 with the aim of improving the on-road handling of the inherently top-heavy SUV, while also allowing the system to cope with the greater wheel travel necessary for off-road use. But on a 911?

The advantages were soon seen to outweigh any perceived disadvantage, though. Extensive testing was carried out at the Nürburgring using a 'mule' which was equipped with both conventional anti-roll bars and the prototype PDCC system, either of which could be disconnected easily to allow back-to-back testing. But it didn't take long to discover that with PDCC in place, the test mule could lap the 'Ring some five or six seconds faster. So PDCC it was, then...



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New production with weight reduction

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6J x 15 ET 36	461,34 €	6J x 16 ET 36	536,97 €
7J x 15 ET 23,3	478,15 €	7J x 16 ET 23,3	494,96 €
8J x 15 ET 10,6	486,55 €	8J x 16 ET 10,6	520,17 €
9J x 15 ET 3	528,57 €	9J x 16 ET 15	536,97 €



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Rear bulkhead for Porsche 911/912 Targa, 65-71



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352,10

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Door window frame for Porsche 911/912, 67-76



Details: chrome, complete with triangular window, clear, ready to install, new without exchange



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696,00

Please take note: The price of the spare parts is per part



But there was one new feature guaranteed to provoke debate among Porsche *aficionados* the world over: the introduction of EPS, or electromechanical power steering. Some will argue that there's

according to vehicle speed: in simple terms, the faster you go, the less the assistance.

Critics were quick to focus on the adoption of EPS on a Porsche, for whom this was a whole new ballgame, with cries

on a car fitted with a system developed for Porsche by ZF.

And talking of the 'Ring, test driver Timo Kluck took a 991 Carrera S to the famed 'Green Hell' and set a time of 7m 37.9s, a staggering 14 seconds quicker than the equivalent 997 and equal to the time set by a factory driver at the wheel of a 911 GT3 in 2009 – and it was barely two seconds slower than the times set by a 997 Turbo... Reaching speeds of over 170mph on the straights, it was obvious the 991 had earned its right to wear the 911 moniker with pride.

Available in a wide range of specifications, from 'basic' Carrera and Carrera S, in coupé, cabrio and Targa style, through GTS and on up to full-on Turbo and Turbo S, and two- or four-wheel drive, the 991 soon won acclaim – and rightly so. It is an incredibly accomplished vehicle, finely detailed and beautifully engineered. It would be a hard act to follow...but not necessarily one that couldn't be improved.

A personal favourite of the writer is the

The GTS has presence with a capital 'P'. In black, with its black centre-lock wheels, it's a stunning machine and one which is on Seume's very optimistic Christmas present list...

Open wide! Boot is surprisingly capacious, but soft bags are the order of the day. Engine? Sorry, exciting as it is on paper, there's nothing to see other than two fans and plastic shrouding

“ Critics were quick to focus on the adoption of EPS on a Porsche... ”

no place for power steering of any kind on a sports car, but with Porsche installing ever-wider tyres on their models, the need for some form of assistance is vital, especially at parking speeds. Power assistance, be it hydraulic or electric, has become the norm on just about every car, from tiny hatchbacks to full-blown supercars and was first seen on a 911 back in the days of the 964. In the case of electrically-assisted systems, there is the ability to vary the input

that it reduces driver feedback through the steering wheel. You can 'feel' when a 911 is understeering into a corner, for example, by the way the steering wheel goes light and unresponsive – that feedback, says its detractors, is missing from electromechanical systems. But Porsche's engineers were inclined to disagree, and carried out exhaustive testing in all conditions, from snow to hot laps of the Nürburgring in the hands of Walter Röhrl,





GTS interior is very classy, with black leather and Alcantara as far as the eye can see. Those 20in centre-lock wheels came from the Turbo S parts bin and are things of beauty

GTS, seen here in gorgeous black with black centre-lock wheels. But first, what is a GTS? The three-letter name tag (which is short for Grand Turismo Sport, according to Porsche) was first used on the 904GTS, which made its appearance in 1963.

The mid-engined sports racer was also the first Porsche to feature a glassfibre-body (made, incidentally, by former aircraft manufacturer Heinkel), and was powered by Dr Fuhrmann's legendary four-cylinder four-cam engine, with a few variants using the six-cylinder 911 engine. The 904GTS was road-legal and featured in everything from rallying to endurance events, including Le Mans.

The GTS tag has been resurrected by Porsche at various points in the past, and had previously been used on the last of the 997s, as a run-out model with two-wheel-drive and Carrera 4S wide-body styling. The 991 GTS, on the other hand, was far from being a run-out model and had a permanent place in the 991 line-up.

With 430bhp on tap, it was seen by Porsche as a midway point between the 400bhp Carrera S and the 475bhp GT3, and launched as a coupé or convertible,

and ultimately a Targa – in either two- or four-wheel-drive. All models, regardless of drivetrain, came with the wide-arched bodywork and 36mm-wider track of the Carrera 4S, and all were equipped with 20in centre-lock wheels which had previously been a feature of the Turbo S.

The 3.8-litre engine gained an extra 30bhp over stock due to changes to the Variator system, modifications to the cylinder head ports and different camshafts, all of which combined to make the GTS package one of the most impressive in the contemporary Porsche line-up. Silky-smooth tourer, or loud and visceral driving experience – the choice was yours according to throttle position – or whether you happen to push the 'super sport' button on the console...

The GTS came with a choice of seven-speed manual gearbox, or similarly-ratio'd PDK. Standard equipment included the Sport Chrono Package, factory sport exhaust system, dynamic engine mounts, Porsche Torque Vectoring (PTV) system, LED daytime running lights with Porsche Dynamic Lighting System (PDLS), Sport Design front spoiler, Sport Design door

mirrors and, of course, GTS badging. PASM (Porsche Active Stability Management) was fitted as standard, the ride height being 10mm lower than stock, while PDCC (Porsche Dynamic Chassis Control) helped keep the GTS on the straight and level. It was a heck of a car by any standards.

In 2016, Porsche launched a second generation 991 – the 991.2 – that marked something of a radical departure. Gone was the Carrera S's 3.8-litre engine, replaced now by a 3.0-litre twin-turbo unit hooked up to a revised seven-speed manual (or PDK) transmission. A year later, towards the end of 2017, Porsche announced the Carrera T, a model which retained the regular 370bhp 3.0-litre twin-turbo 'six' but featured an overall specification aimed at the enthusiast owner, someone who enjoyed driving for the sake of it, but who didn't want – or need – the sledgehammer performance of a 991 Turbo or Turbo S, or the rawness of a 'GT' variant.

Based on the narrow body of the basic Carrera (as opposed to the wide-hipped Carrera 4S and Turbo styling), the Carrera T echoed the Club Sport and RS models of days past, with reduced levels of sound-

Dual twin-tailpipes emit a glorious sound, especially when the 'sport' option is selected. 190mph top speed is impressive...



2015 991 GTS

3.8-litre flat six
430bhp @ 7500rpm
440Nm torque @ 5750rpm
Seven-speed manual or PDK
0–62mph: 4.4secs
Maximum speed: 190mph
Mileage: 20.6/37.7/29.7mpg
(urban/extra-urban/combined)
Kerb weight: 1425kg
Price now: £73,995



deadening, thinner glass, rear seat delete, no PCM, all conspiring to reduce overall weight by some 45lbs compared to the equivalent Carrera. There were no fancy aerodynamic aids, save for deeper front splitter, and inside there was further evidence of weight saving in the form of fabric door-release straps and optional lightweight, non adjustable bucket seats. Notable standard equipment included the Sport Chrono package, shorter final-drive ratio, limited-slip differential, PASM with lowered suspension, and the obligatory sports exhaust.

Placed price-wise between the Carrera and the Carrera S, the 'T' represented something of a bargain considering its air of exclusivity. It may not have been deemed to be as desirable – or radical – as the very limited 911R or as mind-blowingly fast as the 700bhp GT2 RS, but it was seen to be a model which could be enjoyed on road or track, in daily use or as a weekend treat. As we intimated earlier, it represented the closest thing to the old Carrera 3.2-based Club Sport launched back in 1987 that you could buy new...

The two cars you see here, both currently at Saltash-based specialists Williams-

Crawford, represent two ways you can spend up to £75K. The black first generation GTS will set you back £73,995 (although at the time of writing, it bears a 'reserved' notice in the windscreen), while the red Carrera T – which by its very nature is a second generation model – is priced at £74,995. So, just a grand to separate them. But which represents the better value – or the better choice? As far as the latter is concerned, that all depends on your driving style and what you are seeking from your dream Porsche.

Let's look at the GTS first. First registered in March 2015, it's a low-mileage example with just under 16,000 miles on the clock – an average of a little over 3000 per annum – and with full main dealer history. It's equipped with the seven-speed PDK transmission, as were the majority of 991s, Porsche Dynamic Lighting System, and all the other bells and whistles which came standard on this model, including Torque Vectoring, Sport Chrono, dynamic engine mounts and Porsche's active suspension management.

Complementing the Jet Black exterior (actually black with a tiny, tiny metallic fleck) is an interior trimmed in black leather and

Alcantara, with silver stitching along every seam, heated multi-function memory seats, paddle shifters for the PDK gearbox, factory navigation, DAB radio and Porsche's favoured Bose sound system. And if there's one word that can be used to sum up the interior of a 991 – first or second generation – it's 'quality'.

At first, anyone not familiar with the interior of contemporary Porsches might find the array of black and silver buttons on the centre console slightly overwhelming. But spend a few moments familiarising yourself with their functions and you soon come to appreciate that you don't need to operate many of them on the move...at night...in a thunderstorm. Select your favoured suspension and exhaust settings, sport or sport plus (which alters shift points, quickens throttle response, etc) and away you go. The air-con controls, being tucked partly out of sight behind the gear lever, are not the most intuitive to use or easy to read, but are typical of all modern Porsches.

It's almost irrelevant to talk of the driving position because there are so many ways it can be adapted to suit any size or shape of driver – even a skinny 5ft 6in journalist... It is worth spending a few minutes to get

The Carrera T looks positively understated – only subtle badging and graphics telling the true story. It's light, visceral and fun!

Yellow fabric door pulls hark back to the days of factory lightweights. Boot space is adequate. Just like the GTS, there's nothing to get excited about when you try to take a peak at the engine...





We struggled getting in and out of those bucket seats but once you're settled in, they can't be beaten for support. Five-spoke rims expose meaty steel discs – but PCCB carbon brakes might be a more obvious choice for some, despite costs

comfortable, though, as it will make a huge difference to the driving experience. The seats are supportive without being too 'Germanic' in their firmness – and they're easy to get in and out of, which, although it might seem a trivial point, can be an important factor on any sports car used on a daily basis.

Out on the road, the GTS has presence with a capital 'P'. It looks both mean and

considering this is a car capable of around 190mph. In fact, that's absurdly good!

You'd be a brave man to explore the limits of the GTS's handling on the road and if handling at the limit is a primary concern, then maybe an older GT3 might be the better option. The GTS is intended to be the ultimate sports tourer, not a full-on track machine, although we're prepared to bet that, in the right hands, it could show a

the first place? Based on price, then yes.

But what about someone who was considering a GT3 but didn't quite have the budget – or the balls – to buy and master what is surely one of the ultimate road-going trackday marvels? With 500bhp under your foot, and a reputation for showing you who's boss if you become complacent, a 4.0-litre GT3 can be intimidating.

A Carrera T, on the other hand, still offers you a visceral experience, with truly impressive performance – but at a seductive price tag. Cheaper than a Carrera S when new, values of good Ts are only going to go one way – not right now, maybe, but a few years down the line, mark my words. Just look at what you have to pay for a Carrera Club Sport, or even a water-pumping 968 CS, these days.

The twin-turbo 3.0-litre engine is a delight – it doesn't even sound like a typical modern turbocharged Porsche flat-six. The engineers worked hard to give it the right sound, and their efforts show. But the exhaust note isn't the only thing you'll be aware of when driving a 'T' – the thinner glass and reduced sound deadening mean that you're more aware of tyre roar and

“ And then I began to think about things a little more deeply... ”

Priced midway between a Carrera and a Carrera S, the 'T' is a heck of a machine, a driver's car built in the spirit of the old Carrera Club Sport models

stylish at the same time, and exudes an air of quality. It sounds purposeful at the best of times, but switch to the 'sport' settings and it takes on a whole new character. It turns from mileage-munching grand tourer into a snarling beast. The GTS is, arguably, the Porsche for all reasons. Overall mileage can typically be in the high-20s to low 30s, so it's not too hard on your wallet

clean pair of tailpipes to many other so-called supercars.

The red Carrera T is impressive. Very impressive. I have to be honest that, as big a fan as I am of the GTS, I stepped away from the 'T' with a feeling that it wasn't for me. And then I began to think about things a little more deeply. Would someone who set out to buy a GTS consider a Carrera T in



2018 991.2 CARRERA T

3.0-litre twin-turbo flat six
365bhp @ 6500rpm
450Nm torque @ 1700–5000rpm
Seven-speed manual or PDK
0-62mph: 4.3secs
Maximum speed: 182mph
Mileage: 20.9/39.8/29.7mpg
(urban/extra-urban/combined)
Kerb weight: 1425kg
Price now: £74,995

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wind noise than you are in the (comparatively) sumptuous GTS.

Detractors would try to argue that a turbocharged engine can never match the instant low-down response of a normally-aspirated unit, but behind the scenes Porsche clearly worked hard to iron out any sense of turbo lag. Put it simply, there isn't any. What you do get, though, is a broad spread of torque that results in a shove in the back which keeps going, and going and... Well, you get the idea.

gives the Carrera T a greater sense of urgency and made it all the more fun to drive on the twist and turns of our favourite Dartmoor photo location. Put simply, the Carrera T is a real driver's car – or maybe that should be a car for real drivers...

The interior is striking, with its 918 Spyder-style lightweight bucket seats (which can be challenging to leap in and out of...) and plenty of leather and Alcantara. There's also that Racing Yellow trim package, with yellow-faced dials, belts and

choice these days. Personally I have mixed feelings about the worth of PCCB on a car that rarely, if ever, see track use, and in the case of the GTS, I suspect that would be the case. Yes, there is no denying that carbon brakes are amazing – stunning in their efficiency, in fact – but it is also significant that many owners of cars so equipped have replaced the PCCB set-up with steel brakes on grounds of cost...

Horses for courses is the expression that comes to mind when comparing the two 991s here. They are a £1000 apart in price, but given that the Carrera T has covered 13,000 miles less and is three years younger, then on paper it seems the obvious choice.

But then if you like your comforts, and your idea of the perfect drive is one that takes you across continents to watch the sun set in Tuscany, then the GTS is for you. If you like to push your car to its (or maybe your) limits on track or mountain pass, then perhaps the 'T' is the right choice. Either way, we're absolutely certain you wouldn't be disappointed.

As a way to enjoy that spare £75K you hoped would earn some interest in a Covid-stripped pension fund, then maybe it's worth splashing out and treating yourself just in case the world throws us yet another curved ball. Go on, take a gamble. Red or black – which is your money on? **PW**

Red or black? It's like a game of 'spot the difference' – detail changes helped clean up the rear end of the second generation 991s, such as the Carrera T

“ What you do get, though, is a broad spread of torque... ”

The car before you is an ultra-low mileage example, with 1900 miles under its belt since registered in January 2018 – that's like new. In fact better, as the original owner would have taken the inevitable financial hit leaving the way for subsequent owners to enjoy the car and, if looked after, potentially watching it go up in value. It's a manual version, so that means seven speeds – in reality, six plus an overdrive for motorway cruising – which benefits from the lower final drive ratio not available on PDK-equipped models. This

stitching. To be honest, it seemed rather out of keeping with the rest of the car's typically Porsche understated styling and resembles something you'd more likely see in a Ferrari. But that's all down to personal taste, right? Sport Chrono gives the driver the ability to adjust engine response and suspension at the twist of a steering wheel-mounted dial.

Both cars were originally spec'd with stock steel brakes rather than optional exotic PCCB discs that are such a popular



1995 Porsche 993 Targa



1998 Porsche 993 Turbo S



1989 Porsche 911 Carrera 3.2 Targa



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MEISTER-CLASS

With an 'engineering-led' approach to Porsche projects of all ages and tastes, from routine maintenance to bespoke rebuilds, Warrington-based Ninemeister is forging a global reputation for quality

Words: Alex Grant Photography: Andy Tipping



If businesses are a barometer for the strength of a community, then the bustle within the cavernous workshop of Ninemeister's Warrington head office bodes well for Porsche enthusiasts. Lined wall-to-wall with almost every model to wear the crest, the skillset on offer has become globally sought-after. From classic to modern, race to road, modified to concours-standard, every shade of grey can feel at home here.

Founder and managing director, Colin Belton, wouldn't have it any other way: 'I would say we get probably the most difficult product mix in the business,' he tells us, smiling. 'Since we moved here five years ago, we've expanded to fill all of the available space, all carefully planned. We pride ourselves on offering the most

involved one-stop shop service you could possibly find, which means we can build whatever the customer wants and keep old Porsches on the road.'

The Ninemeister name first appeared during the early 2000s but, for Colin, it's the embodiment of a life-long interest – a childhood spent working on cars and bikes with his father, later channelled into building and racing two-stroke engines for remote-controlled powerboats. University training offered an opportunity to hone that interest further, graduating as a mechanical engineer, and by that point with some hands-on experience with his own project cars.

Unusually, this didn't follow the oft-trodden path of beginning with air-cooled Volkswagens. Instead, Colin started out with fast Fords, utilising that natural de-

construct, re-construct ability to make his and his friends' RS models get from A to B with a little more gusto. Expertise which, when those friends near-simultaneously moved on to tuned 911s, inevitably got ideas going for a business venture; 930 Sport was formed in 1992, initially focused on (but not limited to) performance upgrades for early Turbos.

This was more than just a mild change of direction, he says. Business boomed and, having gone solo to form 930 Motorsport in the late 1990s, that engineering background underpinned a range of '9M' branded parts developed in-house – starting with inlet manifolds and throttle body setups. It also forged some of the close relationships which still enable him to unearth hard-to-find parts and undiscovered barn finds in the meantime.

All models, all eras, all shapes and colours are the meat of Ninemeister's business, with a full workshop Monday to Friday

Right: Ninemeister main man, Colin Belton, started with fast Fords, before turning his attention to Porsches and the early 930 Turbos in particular



Fast-road tuned Porsche projects also became a gateway into motorsport, with Colin becoming both a competitor and named sponsor for the Porsche Club GB Speed Championship in the late 1990s. The tool for the job was a co-owned 993 RS, in turn defining the need for a new business identity that reflected the broader mix of machinery going through the workshop. And so, Ninemeister was born.

Two decades forward, and it's become the broadest of broad churches, and the business now spans two sites in Warrington. One is its meticulously tidy 19,000 square foot head office, complete with a workshop, project showroom and customer reception, while the other is its former home, and still occupied by the bodyshop, dyno room and fabrication facilities. Instead of focusing on particular niches of the Porsche lineage, the team is tooled up to take on almost any scale of job that comes through the doors, regardless of the age or condition of the car, and it isn't

shy when it comes to taking on new challenges.

Within this, Ninemeister has three strands. At its heart is a bustling service and maintenance operation, based on transparent menu pricing and supplying only genuine parts. It's a department where

least as well as they were as they rolled off the line.

The growing share of water-cooled machinery coming through the doors is a sign of the times, he explains: 'A lot of the die-hard enthusiasts are now in 996s and 997s, because they're affordable and

“ The growing share of water-cooled machinery is a sign of the times ”

the lion's share of work comes from late-model air-cooled cars, though Colin says it's increasingly kept busy by water-cooled models, too – including transaxle, midship and SUV models, as well as the Panamera. In addition to routine maintenance, the shop features a Hunter wheel alignment system to check incoming cars are performing at

manageable on a sensible budget. That's the entry-level Porsche market, and we're looking after it really well. That £10–£20,000 range of 996, Boxster and Cayman is a fantastic place to be, and we're seeing a lot of clients happily buying their first ever Porsche in that range.'

Naturally, given the company



Ninemeister is still recognised as the go-to outfit for 930 Turbo mods



Ninemeister has expanded in recent years to keep up with demand for its services – demand which is worldwide

background, engine builds are still a major part of the workflow, too. The workshop offers a full spectrum of engine builds, from a top-end refresh, bolt-on parts and ECU remaps to a ground-up capacity-boosted overhaul, supported by its own range of

expectations have gone through the roof, too,' Colin continues. 'So you don't do a quick engine rebuild anymore – it's got to be perfect and brand new, with all original parts. For a lot of the older cars, people are really looking for that originality.'

breadth of equipment in-house means the business can also undertake larger restoration and resto-modded projects, too. These '9M Cars' are taken back to bare metal and painstakingly rebuilt from a jigged chassis to the customer's specification, using a unique mix of classic and modern parts and steered by the advice of the team. Such is the level of care and fabrication that goes into them, it typically takes around 18 months from receiving the donor chassis to delivering the finished product back to the customer.

Colin says it's attracting a very specific customer base: 'The owners are not collectors, they want bespoke vehicles. They love the old 911s, but they don't want old 911 reliability, old 911 heater systems and old 911 brakes. They want cars that look like an old 911, but have the modern qualities in terms of build and functionality, great handling, easy to drive and

“ 9M Cars are taken back to bare metal and painstakingly rebuilt ”

components. Most notably its billet cylinder heads – engineering based on Formula 1 knowledge and tactile enough that the company recommends buying a spare as a desk ornament. It's a sign of the quality customers have come to demand.

'As prices have gone through the roof,

But, he adds, usability often comes first: 'A lot of our work now is going through the whole car and making it usable, drivable, and reliable for the next 10 or 20 years. You have to spend that kind of money to get good cars – there are no shortcuts.'

That high level of expertise and the sheer



Left: Old school tech. Poweflow rig is used to measure gasflow through cylinder heads and is an essential tool for cylinder head modifying

Right: A 9M build in progress. Far right: The engine shop is a busy place, with high quality full rebuilds a staple of the business



economical. Those are really my clients.'

From routine maintenance to ground-up custom builds, there's a common thread. The workshop is clean, and meticulously organised, and each build is planned in detail with components laid out before a single bolt is turned. It's a move aimed at handling customers' projects with the sort of care and attention Ninemeister's employees would put into their own cars.

'I use a very engineering-led approach – we break things down and keep breaking them down into assemblies and sub-assemblies, until you get to the stage where you're at component level. So I build a car on a spreadsheet, interpreting the client's requirements and putting that into a specification,' says Colin.

This is clearly resonating with customers. Roughly half of the longer-term builds have

been shipped in from abroad, with customers spread from America to Australia, Norway to Hong Kong and all across the European Continent, too. Almost every part of the process is handled in-house, with the remainder trusted to carefully-selected partners. With the geographic spread of its customers, Colin says there's no room to take chances.

'I decided from early on if you're going to use sub-contractors then you need people you can trust,' he explains. 'We're sending cars around the world, so I want to know absolutely everything on that car is right. I take full responsibility for every single aspect of every part of the job that we do – and very few shops are prepared to do that. The customer never has an argument to put something right, because we just do it, and as a result the majority of work has been

brought in-house.

'We have everything we need to build a brand-new car and make everything for it. The only thing we don't do is sew leather together and make seats.'

The expanded premises only gives more opportunities to show what's going on. Ninemeister's workshop has hosted club nights giving fellow Porsche enthusiasts a chance to see how the process unfolds, and to soak up some of the diversity that makes the scene so interesting. As barometers go, it's painting a positive picture.

'We're seeing discerning clients who know what they want and need somewhere to do it,' says Colin. 'That's where Ninemeister steps in. We only do perfection. Compromise has never been a word I like.' **PW**


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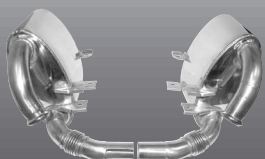
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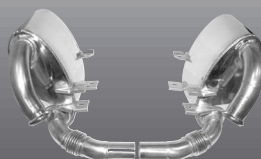
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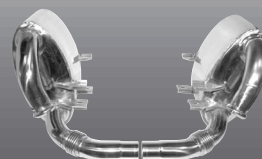
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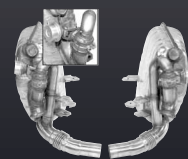
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JP no. 1620702810
Fits: Porsche 996 Turbo (3.6) 00-05



Tail pipe kit, turbo look, left/right, stainless steel
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JP no. 1620703410
Fits: Porsche 996 (3.4) 97-01



Tail pipe kit, left/right, Stainless Steel
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JP no. 1620702510
OE no. 96310856009*
Fits: Porsche 996 (3.4-3.6) 01-05



Tail pipe kit, Turbo look, left/right, Stainless Steel
DANSK no. 96.912S
JP no. 1620703610
Fits: Porsche 996 (3.4) 01-05



KEY WORKER

Sooner or later your 986 Boxster or essentially identical 996 Carrera is going to need a new ignition switch. But fitting a replacement is either one of the hardest jobs you will ever tackle on your Porsche, or one of the easiest – and potentially one of the least expensive, too. Story and photographs by Chris Horton



In right-hand-drive cars, certainly, the best (and arguably the only) way to access the ignition switch, mounted on the far end of the steering-lock barrel, is to go in through the end of the dashboard, after taking off the fresh-air vent. And that, despite appearances to the contrary, is dead easy – when you know how. Start by gently pulling out the headlight switch turn-button, as if you were activating the fog-lights. From beneath it, carefully insert a probe – we used a small ball-ended Allen key – to push against the small tab which, in turn, raises the latch which engages the turn-button on the shaft of the switch. Study these photos and it should be obvious what you need to do. To later refit the turn-button, simply push it over the shaft until it clicks into position.

Behind the turn-button is a thin 24mm nut. Undo that with a socket – it shouldn't be too tight. Don't over-tighten it when refitting



This is an immodest and perhaps even dangerous claim, but we shall make it anyway. If you own a 986 Boxster or a 996 Carrera of any description, from the earliest and lowliest 2.5, right up to the most lovingly cared for C4S or Turbo, then you absolutely, definitely, 100 per cent need to read this feature – and to keep it filed somewhere safe for easy reference. Because one day – absolutely, definitely, 100 per cent – your beloved Porsche's ignition switch will begin to fail. And one day soon after that, if left untended, it will do so completely, and invariably at the most inconvenient moment.

As with so many such processes, the deterioration can be so gradual as to be imperceptible. The key becomes increasingly difficult to insert in or to remove from the lock on the side of the steering column – and perhaps increasingly resistant to turning, too. There may even come a time when, somewhat paradoxically, it fails to return against the usual spring pressure to the 'run' position, after you have cranked the engine – allowing the starter motor to continue rotating, with predictably catastrophic results. And there will most likely be all manner of odd and perhaps intermittent electrical faults. Non-functioning windscreen wipers and washers is one

common problem – and/or the car's headlights might go haywire.

Your first reaction – as was this writer's, when our then newly acquired Boxster project car began to show symptoms – will probably be to assume that the lock mechanism requires lubrication. (But under no circumstances be tempted to apply any.) Luckily, however, a chance conversation with a former GT3 owner alerted us to the frankly counter-intuitive notion that far from being a mechanical malady, this is primarily an electrical one. Essentially the ignition switch proper, mounted on the far end of the lock barrel, deep within the dashboard, is 'accessed' via the lock, after the insertion of

Next task is to remove the headlight-switch escutcheon – and that's easy, too. Gently pull it towards you, and out of its recess in the body of the air-vent moulding. Be careful not to strain the ribbon-style cable – and watch out for the sticky residue that will probably deposit on everything it touches. Why Porsche had to make it like that is anyone's guess. Next, undo and remove the Torx screw on the left side of the recess. Last two photos – visibly out of sequence; blame the continuity assistant – show how to remove the blanking plug at the very end of the vent moulding, although normally that should not be necessary. Either way, using a thin, stiff knife blade is the secret to leaving no marks on the predictably soft plastic



TECH: HOW TO



The ignition switch is secured to the steering lock by two small grub screws which engage in the points arrowed, far left – and see also the photos opposite. Old and new compared. Our replacement (single arrow) was an almost randomly chosen ebay buy. The same part is used across a wide variety of VAG vehicles, so there are literally dozens of vendors, if not hundreds – and there is no need to pay more than around £15. Porsche probably bought them in for pennies apiece, as perhaps evidenced by the markings on the rear of the original switch. ‘W.-Germany’ ceased to exist more than a decade before our car was built. We never did establish precisely what was wrong with the old one...

the key and the rotation of the barrel, the latter processes somehow facilitated by a tiny plastic peg on the forward end of the switch body engaging in the back of the lock.

It sounded odd – an urban myth, even – but some casual Googling confirmed it. It also threw up (and I use the term advisedly...) dozens of videos showing how to remove and replace the switch (some helpful, many quite the opposite), and probably hundreds of potential sources of a new switch. Suffice it to say that it is a generic component, used for decades

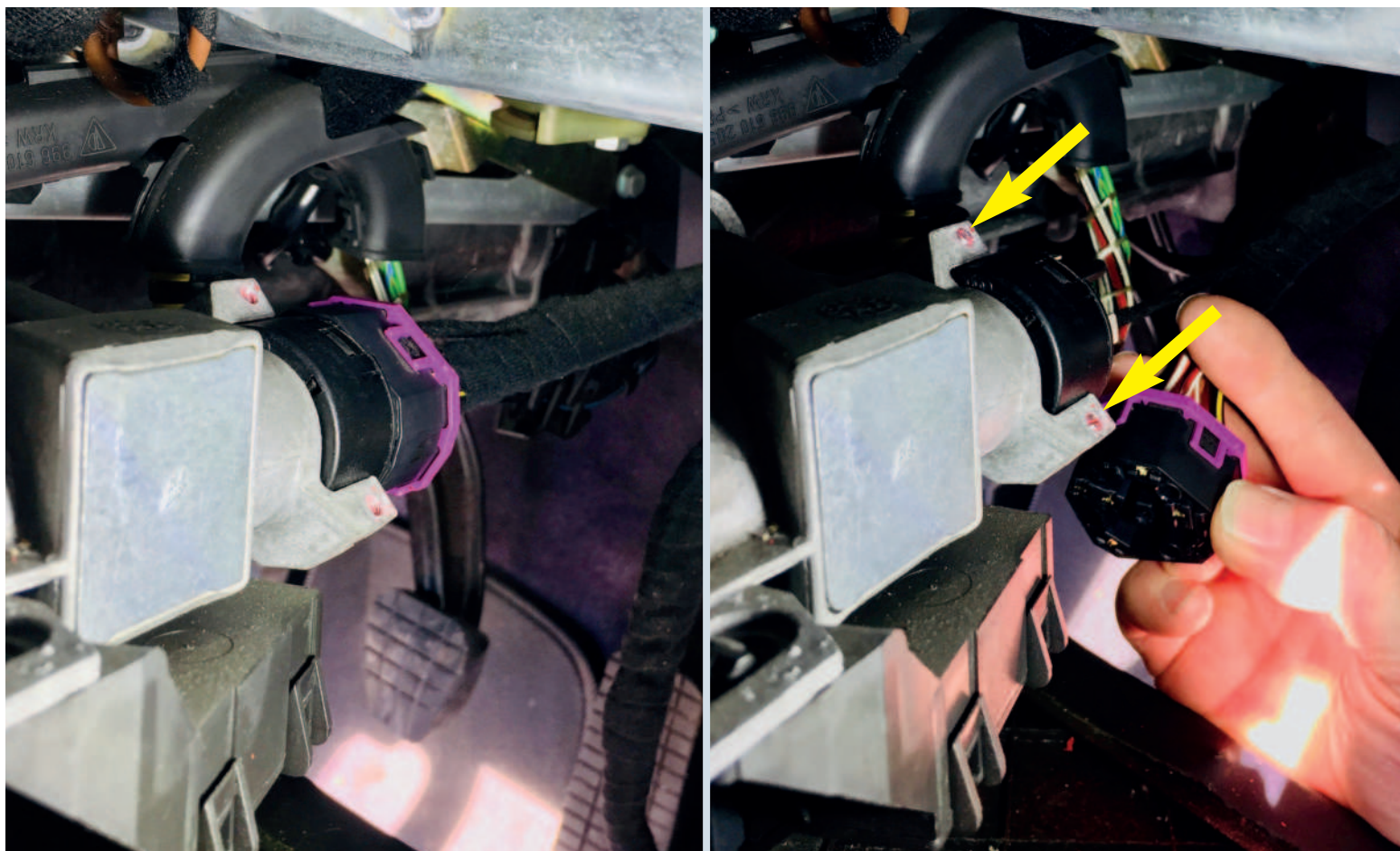
in many VAG vehicles, and you need pay no more than about £15 – and perhaps as little as £5. The OEM part number is 4A0 905 849B, and Googling that alone will immediately show how widely used it has been. The current (UK) price from Porsche is £135.89 plus VAT, although for post-2003 cars the equivalent switch costs just £33.39 plus VAT. And do not be fooled, by anyone, into believing that you have to buy the switch complete with the naturally even more expensive lock mechanism. Unless, of course, that proves conclusively to be

faulty in its own right. (With the switch disconnected the key should slide into and out of the lock barrel with only minimal resistance, and that should then rotate perfectly freely, too.)

How, then, to do the job? Without exception, the video clips I looked at advocated going in from beneath the fascia – and in fairness, since I have a right-hand-drive car, that may well be the only practicable option in a left-hooker. It does mean, however, that even after you have removed the section of heater/demister duct

Undo the two Torx screws passing into the end of the air-vent moulding, and which are visible when the door is open – your driver will need to be quite short. Rotate the headlight switch to release its two securing tabs from the corresponding slots in the recess in the vent moulding, and then pull the latter towards you, together with the switch escutcheon, disconnecting the wiring at the plug and socket provided. This will leave the switch hanging free (top row, near left). The switch can fail, too, so now is obviously the time to renew it, if necessary. Bottom row of pics shows first the angled ducting behind the air-vent moulding – undo the single screw and remove it. Next we see the transverse duct from under the fascia – which you don’t have to remove if you access the ignition switch as shown here, but which will almost certainly come adrift. Finally, left, this is what the two pieces look like when joined together inside the fascia. Bear that in mind for reassembly





THE KNOWLEDGE

You need pleasingly little in the way of tools and equipment for this one: Torx screwdrivers, a suitable probe to release the headlight-switch faceplate, a 24mm socket for the nut behind it, and a small flat-bladed driver for the ignition switch grub screws. Throw in a torch, a mat to kneel/lie on, and not least a large dose of patience, and that's pretty much it. The crucial part number, common to all manner of VAG vehicles, is 4A0 905 849B – although it's uncertain quite how significant that 'B' suffix is.

Make sure the connecting link for the air vent doesn't become detached (or push it back on if necessary, before refitting the vent assembly), and likewise it's easier to replace the lower transverse air duct (which you might need to remove in order to allow the headlight switch to drop down out of the way) in conjunction with the elbow that directs the air upward to the corner vent – rather than later trying to squeeze the duct in between two fixed points.

Best practice says to disconnect the battery, as with

any electrical work, but remember two important points. The ignition key must be in the lock and in the 'on' position whenever you disconnect the earth lead. If not, the alarm will sound. And disconnecting the battery will, in later cars with solenoid-operated release mechanisms, prevent you from reopening the front lid should you close it. (You can connect a battery to the terminal on the fuse board, but it's all a bit of a faff.) Do the job in one hit, in other words – but then it's so quick and easy that why on earth would you not?

Photos above, looking in through the space vacated by the air-vent moulding, show immediately why it would be so difficult to undo the two grub screws working 'blind' from beneath the fascia. Pull off the electrical connector, and then expose the slots in the screw heads (arrowed) by scraping away sealing material – whose absence will suggest the switch has been replaced before. Switch then simply slides out of its retaining channels towards the front of the car. Reassembly is a reversal of the above procedure. Make sure control rod for air vent has not become dislodged before you replace the end moulding

beneath the steering column you are still working completely blind when it comes to undoing the two tiny grub screws securing the switch to the end of the lock. Lying flat on your back with your head under the dashboard might conceivably help, but unless you are a contortionist it will mean removing the seat – and even then the two-seat Boxster's necessarily truncated cabin

is going to be a major issue unless you are small and particularly agile.

No, the way to do it – and once again I stress that these photos were shot in a right-hand-drive car – is to take out the fascia's upper corner moulding, containing both the light switch and the adjustable air vent. That gives a clear enough view of the screws, and if, like me, you have relatively

small hands you can quite easily get in there with a flat-bladed jeweller's screwdriver. And in which case the task is literally the work of just a few minutes. Some days, as the old saying has it, you are the windshield, and some days the bug. This, with the car's once recalcitrant ignition lock almost miraculously restored to full health, was definitely a windshield day. **PW**





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THE TEAM

STEVE BENNETT

996 C2



Time to move the 996 on. I've had it for five years and had a lot of fun, both driving and improving it. It's super-sorted now, with UK road spec Ohlins suspension and trouble free engine and gearbox.



KEITH SEUME

914



Been busy during lockdown – the 914 now has new wheels, new exhaust, new interior and a floor that's decidedly less rusty than it was before. Everything looks better, apart from my wallet...



CHRIS HORTON

924S, 944



For years I've been intending to fit a rear anti-roll bar to the 924S – which oddly came without one from new. Well, the brackets and drop-links are finally on. All I need to do now is find some bushes of the right size.



PETER SIMPSON

356C, 3.4, 2.7, GARAGE



So, quarantine didn't help. Everything got busy and work ground to an almighty halt. Progress is super slow, but we live in hope and maybe I'll get something done soon, as it's time to sell up a few projects!



BRETT FRASER

BOXSTER 986 3.2S



This whole mad period saw me holed up in Oz for a few months, so the Boxster has been dormant. Returning to the UK reminded me of the Boxster's existence, but a house sale is taking precedent.



JOHNNY TIPLER

BOXSTER 986 3.2S



The Blue Mooner is presently having new brake lines fitted, a new mass air-flow sensor, and total geometry realignment to rectify tyre destroying camber and toe-in anomalies. Quite a job list.



JEREMY LAIRD

BOXSTER 987 3.2 S



The Box is gone. Long live Croc Part 2. At least, I would say that if I could find a gen 2 manual 987 Cayman in non-poverty spec to buy. It's a peculiar market post lockdown. Short supply, and prices sky high.



LEAKY BUSINESS

Running a 'Bangernomics' Cayenne was never going to be the easy or cheap option, but thanks to James Ruppert's bravery, we can vicariously live his pain. This month it's new tyres and a coolant pipe fix



JAMES RUPPERT

CAYENNE S

Occupation: Freelance journalist. Founding father of the Bangernomics movement
Previous Porsches: None
Current Porsche: Cayenne S
Mods/options: Standard
Contact: info@bangernomics.com
This month: An expensive one. New tyres and – more critically – a cooling pipe fix, in the vee of the engine

Ruppert's 'Flying Pig' looms over his dainty Mini Cooper S

I don't know how you run your household, but over at the Bangernomics Compound it is divided along rigidly demarcated lines. There are Pink Jobs and there are Blue Jobs. I won't go into too much detail, but obviously one of the Blue Jobs is looking after our fleet of mismatched, marginal, less than reliable cars and a VW Golf.

One of the last blue jobs of 2019 was dealing with a major tyre crisis as the mileage hit 106,043 miles on the Flying Pig. One evening our daughter commented that the offside rear was deflating. Closer inspection revealed a great big bolt in the tread. It would take 24 hours to fully deflate, but I had to make the time to visit an unnamed major tyre supplier who in the past had been pretty helpful.

I believed it was a simple plug the hole job. Apparently not. The tyre was dead. Unrepairable. That was a bummer, but never mind, I'll take another Falken please. Unfortunately it got worse, because this is a four wheel drive vehicle, and their reading of the manufacturer recommendations meant that they could not mix different tread wear around the tyres. Apparently that can cause odd handling, braking and overall performance behaviour. The Falkens were still pretty fresh so it was very disappointing, especially as I was quoted well over £600 for a new set of Kumhos.

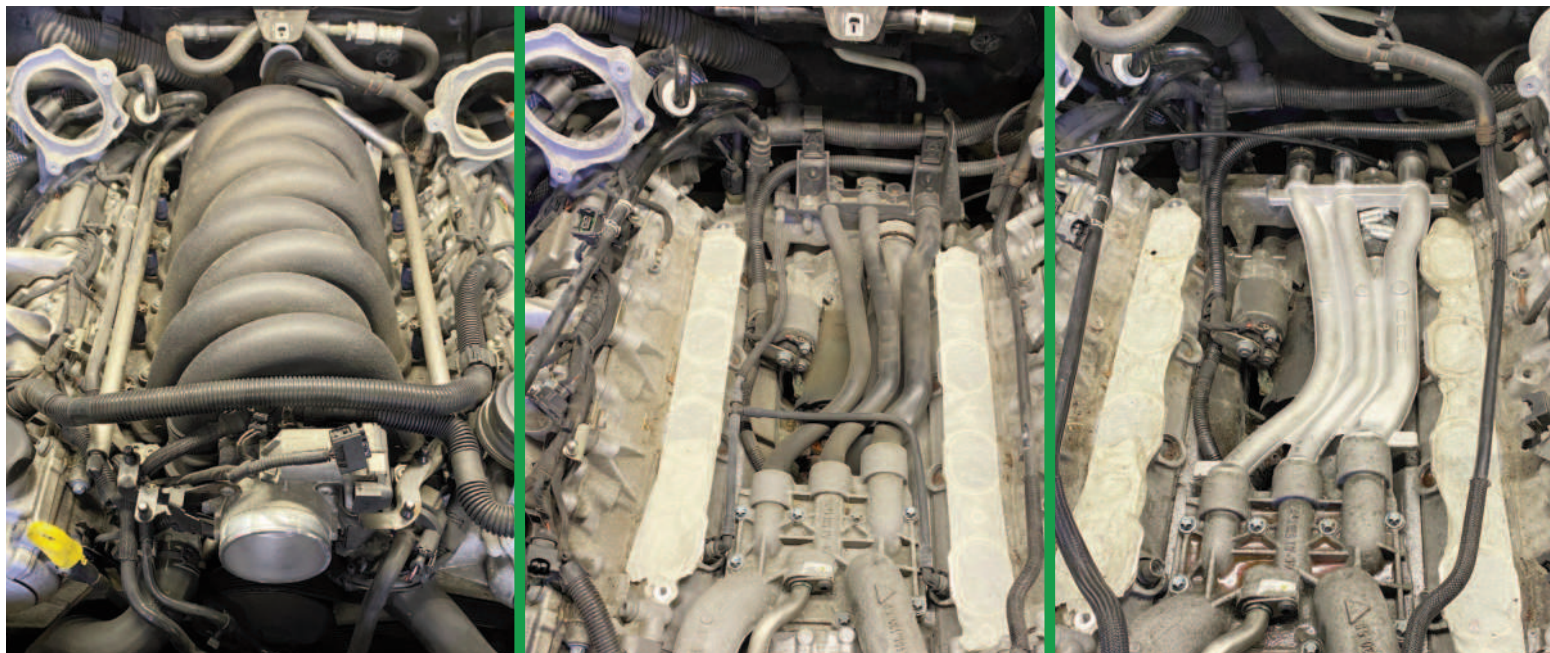
To put this into context, it was coming up to Christmas. Family were coming, there was an important short break airport run and a ton of things to do, which frankly are mainly Pink Jobs. To keep the Christmas show on the road I coughed up just under £500 for a set of Semita Event tyres that I've never heard of, from Kwik Fit and inevitably come from China, but do say SUV, so must be fine. Whilst it was up on the ramp I authorised a quick well overdue tracking

check. I was given, or rather bought, a colour printed piece of paper that explained what was wrong. Little did I know that would be the least of my blue tinged expenses.

As we powered our way into 2020, it was just minor irritations. The headlamp bulb went ping and we replaced that fairly easily. Then the bulb went again and conked out as we were on the move. At least it was the nearside so we could see where we were going. The warning bong was on, but back at base I tapped the light and it worked. When replacing the bulb there is a clever little access flap and a nut you twist to release the entire housing. Brilliant. Trouble is, it doesn't seem to grab the housing very securely and, although I have messed about with it, this needs a quick shove every week, or every time I drive or go for a ride in it.

You might have forgotten all about the minor coolant leak we had. It was irritating. I would check regularly and most of the time it stayed on max. There was a fairly constant drip when parked, it would though go away after a bit of use. It was a bit like when the Flying Pig was bored it would just wee out some costly coolant to annoy us.

Then we had 'the talk'. This is Mrs. Bangernomics' daily. It does what she wants it to do, gives her a seat high above the common throng and, well, it is a Porsche. She likes that badge. Apart from the leak the only thing she isn't too keen on is the colour. It is a bit too grey and ideally ought to be blue. Briefly we looked for a blue one, but there were none. She's done the BMW X5 very successfully, the X6 is of course utterly pointless. Range Rovers are always an option, but that Disco a few years ago died a horrible death. A Mercedes G-Wagen got the thumbs up until she heard the price. The M-Class is just a grim old thing, confirmed by test drive a few years back. What about one of those new fangled MG SUV things? Everything is standard, but nobody really



With the curly inlet manifold removed (above), the culprit plastic cooling pipes (middle), which live in the vee of the engine, are revealed. The fix is to replace them with the metal pipes (right)

cares. It didn't pass the snob test.

Plan A had been top up with Radweld and then part ex or 'we buy any car it' and move on. Instead we went with the nuclear Plan B, sort it out as the Pig tripped 106,983 miles. You may already know that the V8 has a bunch of stupid plastic coolant pipes nestled in there, which inevitably spring a leak. It was never a recall (not a safety issue), although a lot of owners whinge online about what is a stupid design fault.

I spoke to a Porsche specialist, told them what I believed needs to be done and they sent me a quote. It looked good on paper, £60, but all that covered was sticking it on a ramp and plugging it into the diagnostic system. Considering that they spotted, or rather sniffed, the coolant issue eighteen months before, I thought they would have been a bit more helpful.

Instead I went to the interweb. Now I've done a bit of plumbing over the years, installed some toilet systems and quite recently a shower unit. Surely it is just pipework, and I've got a socket set. Well, I watched a couple of cheerful Russians digging into the pipework of a leaky Cayenne. The video lasted 45 minutes and obviously it wasn't completed in real time and looked like a lot of hard work to me,

which needed a combination of patience, brute force and someone else to whack a sledgehammer.

I climbed into my dark blue overalls and phoned my garage. I told them about the Russians on video and that you can buy a kit of fresh pipes. A week later Rob the mechanic said the parts alone were pretty much £700. What did I want to do? I was still wearing blue and pressed the go button. For the Flying Pig it was the right thing to do, for my marriage, which now stretches over the quarter century mark, it didn't look good. Despite being a blue job, it had, by virtue of the serious money involved, crossed the line to become a joint decision. I'd missed that memo and it was now too late to unorder the parts. The surgery was going to happen.

When I dropped the Cayenne at the garage Rob told me that the new pipes looked lovely, but I couldn't face looking in the box and taking a picture to share with you, but rather unprofessionally I was not in the mood. When I returned just a day later to pick it up, which I thought was pretty quick, Rob was a broken man. "That was a horrible job. Hated it. Glad I did it, so that if anyone asks me to do it again, I can say no."

I could see his point, engine cover off, then the manifold, then separating 15-year-old pipework and reversing the procedure with new gaskets and seals. Apparently the main culprit was the big fat pipe below the old plastic ones. The modification kit and gasket came from France and including VAT was €750 and the labour brought the bill to just over a grand. Not too bad then.

£25 of that colossal bill was the cost of plugging the Flying Pig into their diagnostic set up. This time to see what the parking sensors were up to.

I don't use them myself, but Mrs. Bangernomics had said that there is a long buzz and red lights accompanied by a warning light. The results were confusing as it apparently said that sensor seven was at fault and that is strange as there are only six of them. Clearly that needs sorting out.

The Flying Pig will hopefully survive another year, at least. The only other blot on the landscape are the tailgate struts which are starting to find their job a bit difficult, so perhaps they need replacing. Overall though those no brand tyres haven't resulted in the old girl falling off the road and I still seem to be married. One thing I have learned is that when you own an old Cayenne, the Blue Jobs are never ending. **PW**

Below: Falling coolant level told the story. Right: Cheapie tyres were a distress purchase after a premium Falken went pop, meaning a complete reboot was required





WATER, WATER EVERYWHERE – AND NOT FOR THE FIRST TIME

You will probably not be surprised to hear me say, as a recent convert to 986 ownership, that I think virtually any Boxster – and certainly one of those earlier models – has a number of significant benefits over and above the equivalent 911. Affordability, for a start –

Not among those benefits is the comparable weather-resistance of a full tin-top – and though I may be writing this in a heatwave, autumn is surely on the way. All things being equal, there is absolutely nothing wrong with the Boxster's folding roof. Indeed, even in a (well-

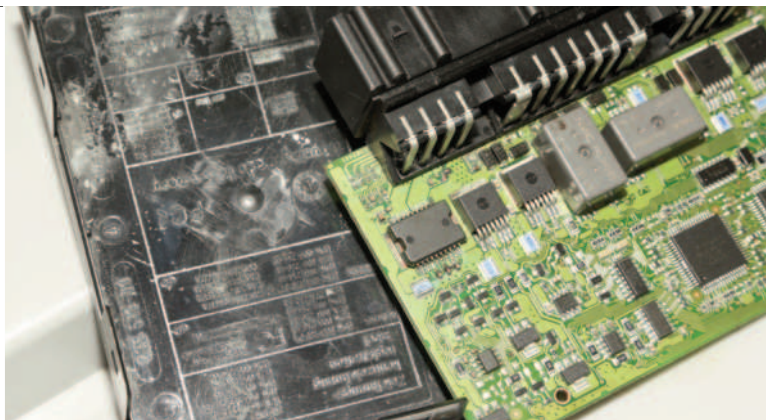
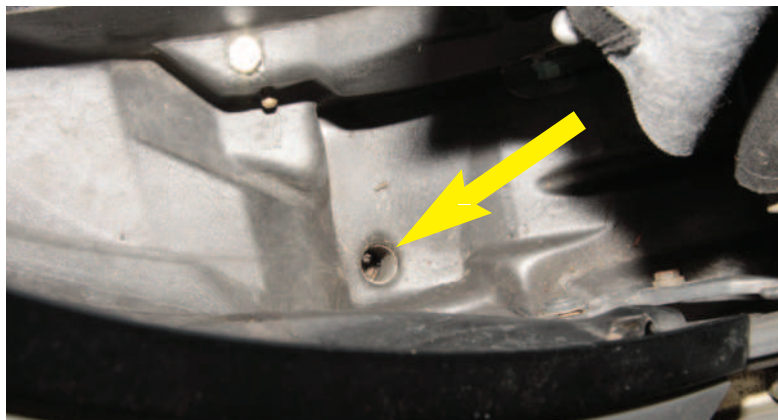
suffer from wear and tear or malicious damage, and when that happens it is inevitable that water will start to find its way in to places it should not.

In the Boxster the problem is compounded by neglect. I have written before about periodically checking and unblocking the drain holes

submarine, had overlooked this precaution. The ECU is mounted, not entirely sensibly – OK, not at all sensibly – under the carpet beneath the left-hand seat, and precisely where water from a blocked drain hole(s) will collect.

That printed circuit board doesn't appear too badly

The repair was relatively straightforward, but as with many such jobs came with hidden extras. The ECU alone costs around £330 plus VAT from Porsche, and takes only around an hour to fit and then programme for full functionality. But if there has been that much water



In 986 and 987 Boxsters there is a drain hole at each side of the cabin, in the recesses into which the hood folds when lowered. Place the roof in the so-called service position (see handbook) and if possible blow through the drains with compressed air at modest pressure, and/or slowly pour water into them – use a funnel to prevent spillage inside the car. You should see the water dribble out behind the rear wheelarch liner. Moisture-damaged ECU, right, shows what can easily happen if you neglect this precaution

our £4K car would have cost perhaps three times as much had the engine and transmission been fitted the other way round – and hence this edition's lead story on buying one as your first Porsche. (Or in my case your fourth or arguably even your fifth Porsche. These things become addictive, you know!)

maintained) 1996 2.5 it could still be claimed to be among the best in the business. And I shall have no qualms in eventually taking off our hard-top (when I can find somewhere to store it), and running the car through the winter with just the hood to keep the snow off me. But any such device is bound to

within the structure – not least those in the recess each side of the cabin, into which the roof folds when lowered (above, left). And here's why. The second photo above shows the inside of the so-called rear-end ECU from a 987, whose owner, perhaps assuming his Porsche to be as watertight as a nuclear

affected at first glance, but look more closely and you can see the tell-tale sign of oxidation on some of the soldered joints – and the casing shows clear evidence of having been submerged. No wonder the rear-end lights, and not least the self-raising spoiler, had ceased to function.

sloshing around in the cabin you will need to have most of the lower trim out – that'll take half a day, with another half-day to put it all back again – and in extreme cases it could take as long as a week for everything to dry out thoroughly. So you probably get the message: check those drain holes!

REPAIR AND REBUILD, KEEP IT LOCAL – AND SAVE THE WORLD?

I spent many a constructive hour during the earlier weeks of lockdown, working on my long-dormant E28-model BMW M535i. Yes, I know, this is a Porsche magazine. And there is a valid Porsche connection here, trust me. But frustratingly our newly acquired Boxster project was 'stranded' over at a friend's place a few miles away, and thus effectively beyond lawful reach. I wouldn't have felt overly confident using the infamous Cummings defence – had I even known about that at the time.

My primary task, essentially – and now accomplished, I am pleased to report – was to get the BMW's engine running. It had last done so about 12 years ago... But it had become painfully obvious, even before we were all confined to barracks, that the starter

motor was about to expire. I scratched around in the depths of my garage, convinced that somewhere I had a spare from a later E34 model (which, for reasons that need not concern us here, would also have been a lot easier to install), but in the end had to admit defeat and start looking for a new one.

Then, in one of those now – for me, anyway – all too rare *Eureka!* moments, I remembered Rees & Allen, an auto-electrical specialist in Aylesbury, Buckinghamshire, which I had previously commissioned to service the alternator from yet another E28. A quick call – I discovered that I still had their number in my phone; 01296 483586 – and half an hour later, with the countdown to lockdown ticking ominously, I was on my way over there.

Suffice it to say that just two days and £150 after that I was in possession of the fine example of (Anglo-) German engineering you see on the right, complete with new bearings, bushes and brushes, a fresh coat of black paint, and not least a brand-new solenoid. It would be several more weeks before it was back on the car, and the engine ready for a trial-start, but when it was the latter cranked over with probably more alacrity than at any time during the long period for which I have owned it.

So my thanks to this small and always helpful specialist, which I know handles starter and generator overhauls for at least two of the well-known Porsche independents in the region, as well as broader electrical issues. When I had that E28 alternator fixed there was an Aston Martin Lagonda

in the workshop, with what looked like its entire wiring loom spread out on the floor – you don't tackle a job like that unless you know what you are

doing. And I am due back there next week with a friend's classic Audi 80 that keeps flattening its battery. Highly recommended, in short.



Much is made of 'matching numbers' Porsches – those with their original engines and gearboxes. So why not apply the same logic to starters and alternators? Find a good auto-electrical specialist that can rebuild them – such as Rees & Allen in Aylesbury – and you will not only save money, but arguably help save the planet, too

DESIGN 911

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GOOD FOR BMW? GOOD FOR PORSCHE, TOO

One of the M535i's numerous other 'issues' was the brakes – or in truth the complete absence thereof. First port of call was the Euro Car Parts website, but perhaps unsurprisingly that appears to list only complete calipers, rather than the overhaul kits I was really after, and a full set of four was going to cost me the thick end of £500 – exchange. Not too bad a price, I guess, and certainly a relatively cost-effective answer when time is money, but, well, with no money coming in, and time aplenty on my hands, just too much. Mrs Horton would not have been impressed.

But then I discovered – like you do – buycarparts.co.uk. Encouragingly, this site was showing a set of four calipers for not much more than £300 outright and, better still, rebuild kits – admittedly

mostly from manufacturers I had never heard of – for as little as a fiver or so per corner. OK, so you generally get what you pay for in this life, and were I doing this professionally I would have to factor in both my labour and possible comeback issues. But in early April 2020 how else was I going to occupy myself? And what did I have to lose by at least giving them a try? Precisely.

So I took the plunge and placed my on-line order. I was a little surprised to receive a confirmation e-mail from an obviously German-based company, but just a few days later a neatly wrapped package turned up in the hands of a masked and gloved DPD driver, and I set to work in the wonderful spring sunshine. (Remember that?) And so far, so good. The single-piston BMW

calipers were not, as it happened, the easiest to dismantle, but not the most difficult, either, and to date, with the car moveable under its own power at last, there is a good, solid pedal. And crucially no fluid leaks.

Needless to say, I was soon scouring the company's extensive website for Porsche parts (it's fully and easily searchable against UK registration numbers), and Project Boxster is likely to be an early recipient of more items from this helpful and affordable source. Brake discs for around £50 a corner are not to be sniffed at, for instance, nor a set of friction pads for around £100.

Again, accepted wisdom suggests that low-cost components of this nature could be false economy, but given the Porsche's additional need for rear track-

rods at around £90 apiece, and not least a replacement drive shaft (more on this next month), it's a chance I am more than willing to take until the money starts coming in

again. And it's not as if the genuine Porsche discs last for ever, is it? What on earth are they made from to 'tramline' so badly, and so quickly? Plastic?



These are the repair kits Horton bought for his BMW's brakes, but the same company – buycarparts.co.uk – has a massive range of spares for Porsches, too. Project Boxster will be an early recipient

NORMAL SERVICE HAS BEEN RESUMED

Gradually, as lockdown restrictions eased, and it became a little clearer what we (as distinct from Dominic Cummings) were and were not allowed to do, I ventured back out to my two nearest Porsche specialists: first Auto Umbau in Silsoe, Bedfordshire, and later, when some of the staff had returned from furlough, BS Motorsport in nearby Buckinghamshire. In fact, it was business as usual throughout for Auto Umbau, with Robin McKenzie and his assistant, Terry Parker, easily able to socially distance themselves in the extensive workshops, while at the same

time cracking on with some of the many longer-term customer projects that could well keep the place going for years to come.

I came away with a number of what I hope will be useful how-to stories for future issues of the magazine. Robin, for instance, showed how he had fitted a pair of second-hand heated seats to his own 996 Carrera 4S, taking advantage of the fact that Porsche had provided at least some of the wiring within the 'default' loom – and how easy it was to fit the additional cabling and switches. (Well, relatively easy, anyway. In a past life Robin

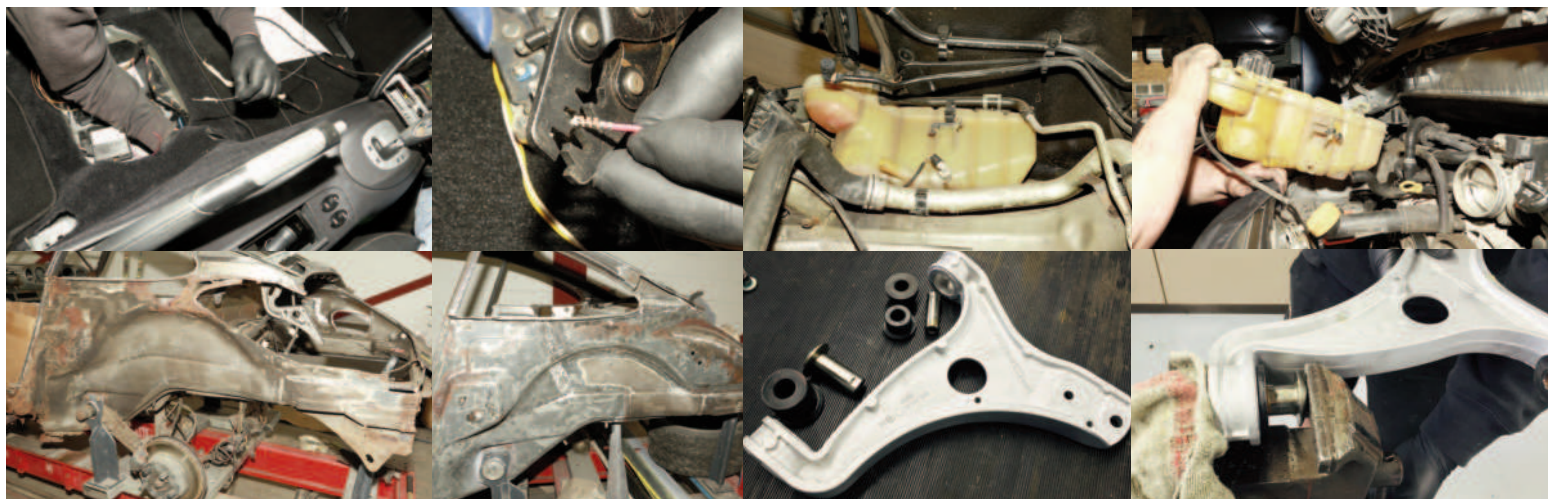
designed and made wiring harnesses for some seriously high-end emergency and security-service vehicles, so to him it's second nature.)

Then there was the replacement expansion/header tank for a 996's cooling system (ideally an engine-out job but, as Terry ably demonstrated, just about possible by lowering it a few centimetres). Oh, and not least a chance to catch up with Project Carrera 3.2, and the frankly virtuoso work now being carried out on this venerable old-stager by body man John Joyce. I think I last covered this car in these

pages about a year ago (and we began featuring it way back in early 2014), but since then John has got it up on a Celette jig, and basically cut off and rebuilt both rear quarters virtually from scratch. And with a big stack of top-quality repair panels just in, from Netherlands-based Restoration Design Europe, he will soon be ready to start on the front end, as well. It will be fascinating to follow all that.

At BS Motorsport, meanwhile, workshop manager Rob Nugent showed me how to replace the original standard Porsche bushes in 964 and 993 front suspension

arms with uprated Powerflex jobs, as well some of the extensive work he had been doing on his own 944S2 track car – and we first covered this about three years ago, when we installed Dynamat's excellent sound-deadening material. I plan to tackle that as a full feature and hopefully also a track-test at some point – probably next 'season' now. I've pulled in below a selection of photos, just to give you a taste of some good things to come here in *911 & Porsche World*. I hope you'll stay with us for what should be an exciting but also informative and useful ride. **PW**



Clockwise, from top left: Auto Umbau's Robin McKenzie fitting the wiring for the second-hand heated seats in his Carrera 4S, and then Terry Parker grappling with another 996's cracked coolant header tank. Yes, you *can* do the job with the engine in situ, but only just – stick with us to find out how. New bushes for 964/993 lower front arms – another how-to, with BS Motorsport. And, last but not least, some of the extraordinary Carrera 3.2 reconstruction work from AU's body man, John Joyce. All coming soon!

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BUYERS' GUIDE

930 TURBO

There have been six subsequent generations of the Porsche 911 Turbo since the 930-series was launched in 1974, but in their time none have had the same impact as the original. And that has seen its values pushed up to extraordinary heights compared to contemporary regular 911s, for example a black 1979 example selling for the equivalent of nearly £300,000 at an auction in Arizona in January 2020. But that was a pristine car, and they're available for much less than that, around £70,000. Still a lot of money, but not enough for a new, base model 911, so if you're tempted, what do you need to look out for?

There were two stages of the early 911 Turbo: the original cars, and those from September 1977. The former's 3.0-litre engine, with its lowered, 6.5:1 compression ratio and Bosch K-Jetronic fuel-injection produced 260bhp (15bhp less for north America) and 253lb ft torque. While by then all manual 911s had a five-speed gearbox, the Turbo used a specially adapted four-speeder based on the existing 915 'box.

For the 1978 model year the engine rose to 3.3 litres and gained an intercooler, mounted under the rear spoiler which was slightly raised and enlarged to accommodate it. Numerous other modifications were made including a revised crankshaft, new conrods and pistons, a bigger oil pump and the addition of an exhaust air pump for emissions purposes. In European spec the new motor delivered 300bhp, and 303lb ft torque at 4000rpm, 15 and 20 per cent more than before, although for North America

and Japan output was an emissions-controlled 265bhp and 291lb ft.

The original, un-servoed brakes were uprated, now ventilated and cross-drilled discs with four-piston calipers, and with servo assistance. Wheel diameter rose an inch to 16-inch, partly to accommodate the larger brakes, remaining at seven and eight inches in width, although a nine-inch rear rim was optional. By now the Turbo was running Pirelli P7 tyres – the world's first low-profile tyre. The sizes were 205/55 at the front, 245/45 rear.

In 1983 the engine gained a new exhaust and wastegate, which raised European model torque to 317lb ft. Since 1979, the 930 had been withdrawn from North America, returning in 1986 with revised engine management and 282bhp/289lb ft.

A number of equipment updates were applied: in August 1982 the heating system, always cantankerous on a 911 due to it running off the exhaust heat exchangers, was revised; in September 1984 the 930 gained central locking as standard, a four-spoke steering wheel and electric seats; as from September 1986 all cars came with an electric sunroof. A five-speed gearbox was introduced in September 1988 for the final model year production.

In 1985 Targa and Cabriolet versions were introduced, and the following year the 911 Turbo SE, or "Flatnose" arrived, a salute to the 935 endurance racer. The engine was the Turbo's regular 3.3-litre unit, except with a bigger turbo and intercooler, and higher lift camshafts, output rising 30bhp to 330bhp, but torque unchanged.

USEFUL TO KNOW

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carandclassic.
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For the widest selection of 930 Turbos available for sale, this is the website to visit

Design 911
design911.com
The go-to resource for all Porsche classic and modern parts and panels



OVERVIEW

An early 930 feels basic, with brakes that need a big push, and a clonky gearshift. The engine is often accused of having crude, on-off power, but although nothing much happens below 3000rpm, the boost surges in quickly but progressively after that. 'There are three categories of 930,' explains Robin McKenzie, proprietor of Bedfordshire-based classic Porsche specialist Auto Umbau. 'First, the original 3.0-litre, which are very rare now, and the second is the most readily available 930, the 3.3-litre four-speed. The third is the five-speed and last of the 930s, which now command serious money.'



SPECIFICATIONS 930 911 TURBO (COUPE)

	911 Turbo 3.0	911 Turbo 3.3
Engine (cyl/cc):	Flat-six/2994	Flat-six/3299
Power (bhp/rpm):	260/5500	300/5500
Torque (lb ft/rpm):	253/4500	317/4000
Transmission:	4-speed manual	4/5-speed manual*
Weight (kg):	1195	1335
0-60mph (sec):	6.1	5.1
Maximum mph:	153	162
Wheels (f/r):	7Jx15in, 8Jx15in	7Jx16in, 9Jx16in
Tyres (f/r):	205/50, 225/50	205/55, 245/45
Built:	1974-1977	1977-1989

Specification figures from Porsche, for European models; US/Japanese 3.3s 265bhp/291lb ft until 1979, 282bhp/289lb from 1986; SE has 330bhp; performance data from *Autocar*; *5-speed from September 1988

WHAT YOU'LL PAY

£70,000-£80,000: Lowest price for 930s, a 3.3-litre four-speed
£80,000-£100,000: Average condition 3.3s, 3.0 cars too, but 3.0s are rare
£100,000-£150,000: top condition models, five-speed models
£150,000-£300,000: The very best, at international auctions

THE PROBLEMS

Engine

Broken cylinder-head studs are a common failing, but hard to diagnose unless the cam covers are removed and the studs checked. Valve guides can wear, and you can tell this because the engine will smoke under acceleration, as oil is forced into the combustion chamber and burnt. The turbocharger is reliable, but can be ruined by careless owners. 'People are tempted to change the boost spring up to 1 bar, which will ultimately decrease turbo life, and poor oil can cause oil starvation,' Robin explains.

The exhaust system corrodes and can be difficult to change, because it bolts onto the turbo, which gets extremely hot, and the fixings become very corroded. Fuel pumps fail on unused cars, and there are two pumps.

Gearbox

Synchromesh rings wear, especially on second. Rebuilds on the four-speed are expensive, even more so on the five-speed. Worn bushes in the linkage, not an expensive fix, can make an otherwise

good 'box feel bad. 'Driving the car is the only way to find out what condition the gearbox is in,' Robin advises. 'Don't expect a quick, modern shift.'

Suspension

Not much goes wrong with the suspension. 'Shock absorbers do go, but the simple bounce test should give you an idea of how much life is left in them,' says Robin. 'A properly maintained car is firm but comfortable.'

Wheels

'Some people will have gone down the cheap road and had their wheels diamond cut and lacquered,' Robin reveals. 'This finish won't last, because corrosion will soon attack the lacquer and tarnish the aluminium.'

Bodywork

Check the bottom of the door catch plates, and if you see bubbling, significant rust is present. The front wings rot around the headlamp bowls and at the bottom of the front windscreen. Check the inner

wings by lifting up the boot carpet.

These cars were factory galvanised, so stay away from those that have had a bare metal respray, is Robin's advice. 'If they are sanded to bare metal the zinc layer will have been removed, making them more prone to rusting if the paint is broken by a stone chip.'

Interior

The deep driver's seat side bolster takes the most damage, as a result of the driver getting in and out, and the seat bolsters are also prone to cracking if the leather has not been treated over the years. 'Be aware that some seats have been painted to make them look good for a short while,' Robin warns.

The door cards and door pockets can suffer from water damage, normally caused by shrinking window seals and door membranes being damaged. Head linings deteriorate, especially if the car has been smoked in, and replacing this is expensive as it is a windows-out job. Otherwise the relatively simple interiors – by modern standards – are quite robust and most parts are available if needed. **PW**

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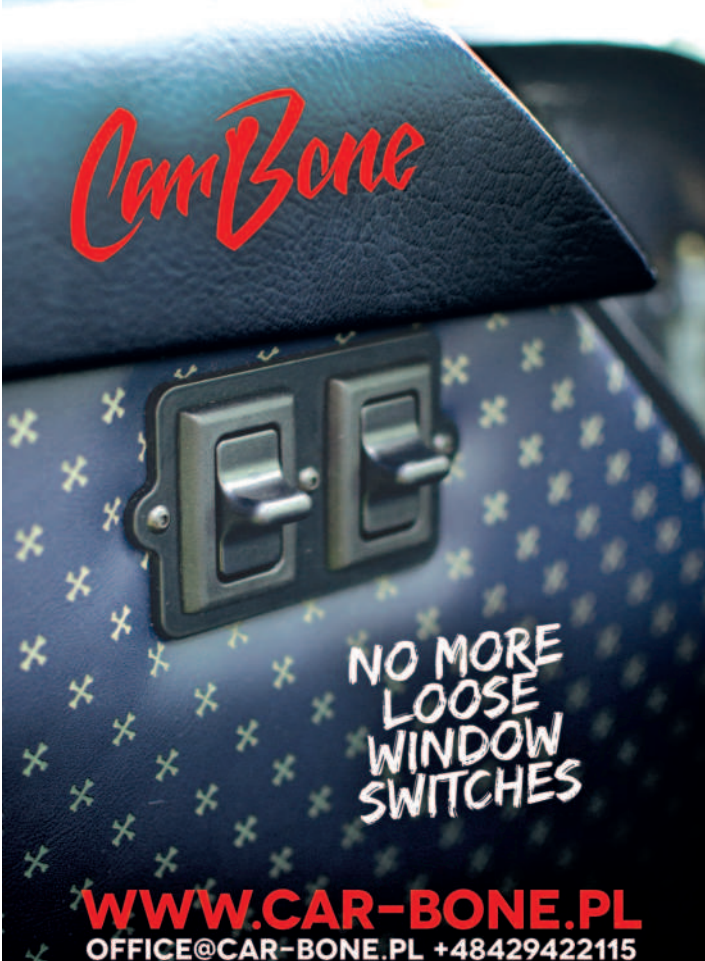
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SOLD AT AUCTION

The Amelia Island Concours d'Elegance in March is the second key gathering of international auction houses in the year (Although the Rétromobile Show in Paris in February is fast emerging as a contender, too). Here we look at four particularly interesting Porsches sold in Florida

GT3 RS, 914/6, Josh Hway, 944 Turbo Cup, Bonhams 959 Darin Schnabel

PORSCHE 911 GT3 RS 4.0 (1997)

The RS 4.0's outstanding driving dynamics were the result of meticulous testing and tuning by Porsche's motorsport division. In addition to utilising motorsport quality suspension components, the RS 4.0 made extensive use of carbon-fibre, keeping weight under 1400kg. It also benefited from the latest aerodynamic kit, including new front dive planes and an adjustable rear wing. Only 600 were built, 158 for North America.

This car is one of only 36 North American models originally finished in black, of which just eight examples were specified in full "triple black" specification – with black paint, wheels, and interior. Its appearance is even more striking due to its Exclusive Department exposed carbon-fibre rear wing with red wing plates, a close on \$10,000 option that differentiates this particular car from any other black RS 4.0 delivered to the US.

It was also equipped with an extensive option list that includes a red model designation on the engine lid, dynamic cornering lights, PCM 3.0 with extended navigation, Sport Chrono and Extended Carbon Packages, and the desirable front-

axle lifting system. Additional Exclusive Department options include carbon side air vents, Alcantara storage lid, carbon-fibre trim on the rear centre console, and deviated stitching throughout the interior, including the dashboard, centre console, door panels and pull handles. These various options added more than \$25,000 to the RS 4.0's price.

As noted on the original window sticker, this car was delivered to Porsche of Westwood in Massachusetts. The RS 4.0 came to its first owner with nine miles and has been driven less than 90 since. At the time of cataloguing, the odometer displayed 96 miles. In keeping with its extremely limited use, the Porsche remains

PORSCHE 911 GT3 RS 4.0 (1997)

Sale lot no: 62

Year: 2011

Chassis no: WPoAF2A96BS785661

Auction: Gooding and Company, Amelia Island Auction

Where: Omni Amelia Island Plantation, Florida

When: 6th March, 2020

Pre-sale estimate: \$700,000–\$800,000 (£530,300–£606,100)

Sold for: \$621,000 (£470,500)

completely original and unmodified, just as it left the factory in 2011. Consistent with its extraordinary condition, this RS 4.0 was offered with its original owner's folio (containing all books and manuals), tools, keys, window sticker and a copy of the PCNA build sheet.

A Porsche GT3 RS 4.0, with 96-miles on the clock, sold for £470,500. With its value in its low miles, it's unlikely to be driven. Tragic, really!



PORSCHE 944 TURBO CUP

Beginning as a naturally aspirated series, and conceived by a Porsche Canada manager, the Rothmans Porsche Cup was the first Cup series for a marque, and by autumn 1987 Stuttgart began developing a Cup series in Germany, France and South Africa using a Weissach-prepared 944 Turbo.

The lightweight steel, aluminum and glassfibre sunroof-delete coupe had 52 unique upgraded features. Each bodyshell was reinforced with a full Matter light-alloy roll cage and carried additional welds to the unibody design. A fast-ratio rack-and-pinion steering box, strengthened clutch and transmission, limited-slip differential, bespoke heavy-duty brakes with 12-inch discs and driver-controlled ABS system, fully adjustable coil-over Bilsteins, massive sway bars and a strut tower brace enhanced handling. Beneath the bonnet, the M44/51 engine employed a larger, KKK K26-8 turbocharger and improved DME mapping allowing for maximum boost until 5800rpm and in excess of 325bhp, up from 217.

The Grand Prix White Turbo Cup seen here was delivered to Cooke Motors of Canada, and raced by Rick Bye for all three years of the RTC series. Knowing that the

car could be ordered in just three colours, Bye secured a sponsorship deal with Reebok and encouraged it to develop a livery so outrageous and bright it could cut through the clutter of the others. It is believed that on and off the track, the car as well as the driver were featured in 60 per cent of the series' filming. Bye would take mostly podium finishes and a win in 1989 before passing along chassis 165082 in 1990 to one Ian Goggin, who "undressed" the car and entered it in Firestone's Firehawk series before retiring his career and the race car.

In 1994 an enthusiast from the US contacted Bye as to the whereabouts of 165082. Bye in turn contacted Goggin and, with the enthusiast, inspected the car and discovered that it been used as a storage bin for beach balls! 165082 was purchased

PORSCHE 944 TURBO CUP

Sale lot no: 130

Sale lot no: 115

Year: 1988

Chassis no: WPoAA0950JN165082

Auction: Bonhams, Amelia Island Auction

Where: Fernandina Beach Golf Club, Florida

When: 10th March, 2020

Pre-sale estimate: \$60,000–\$80,000 (£46,000–£52,000)

Sold for: \$52,640 (£44,753)

and made its way into the US where a light and cautious restoration began. Attention to the sheet metal and with consultation from Bye himself, the car began to appear exactly as it did in the Cup series. Displaying just shy of what is believed to be an original and correct 9000km (5600 miles), the number 8 Reebok car lives on as the vehicle to define the series.

Lairy 944 Turbo Cup race car sold for £44,753, making it pretty good value compared to anything else in the report. It's also the most interesting



PORSCHE 959 KOMFORT

Most 959s were delivered as Komfort models, with full leather trim, air-conditioning and adjustable suspension. This Komfort left the factory in silver with a grey interior, sold through Porsche of Stuttgart to German racing-car driver Bernd Schwebel of Offenbach, who took delivery on 21st April 1988. Options included driver and passenger Sport seats, each of which featured heat and power height adjustment. It would remain in Germany for a number of years, returning to Stuttgart for service in June 1996 with 892km and again in July 2001 with only 1259km.

The 959 was later imported into the United States, eventually finding its way into the hands of a southern California collector who sent the car to Canepa Design, world-renowned 959 expert. Upgrades included the

Canepa Design suspension system, installation of a Sport roll cage wrapped with custom-ordered graphite grey leather, a Canepa Design wheel/tyre upgrade, HID headlight upgrade, a complete custom audio system, a 200mph speedometer from the 959 Sport, and a Werks 1 custom-made steering wheel with an extended hub. A five-point harness was also installed, which required custom fabrication for the hole in the seat cushions and mounts in the floor. The engine benefited from the Generation IV Performance upgrade, which included third- and fourth-generation upgrades as well as a cam timing change, Audi R8 custom wastegate, and Gen IV Motec software and calibration. The final work at Canepa was to attain a street-legal status for the 959 in the state of California, which it received in January 2012, it still retaining its California

PORSCHE 959 KOMFORT

Sale lot no: 129

Year: 1987

Chassis no: WPoZZZ95ZHS900081

Engine no: 65H00146

Auction: RM Sotheby's, Amelia Island Sale, Ritz-Carlton

Where: Ritz-Carlton, Amelia Island, Florida

When: 7th March, 2020

Pre-sale estimate: \$1m-\$1.25m (£757,600,-£947,000)

Sold for: \$1,050,00 (£795,500)

State BAR compliance sticker. In total, over half a million dollars was invested in this 959.

At sale time, the Porsche showed just 5822 miles on the odometer, and is one of only a handful of California-legal 959s. It is accompanied by manuals in a personalised leather pouch, tool roll, road hazard kit with jack, and air compressor, as well as a record of the work completed by Canepa Design.

California compliant
959 made £795,500
at Amelia Island



PORSCHE 914/6

Jointly developed, manufactured, and marketed by Porsche and Volkswagen, the 914 was intended as the replacement for both the 912 and Karmann Ghia. Introduced in 1969, the well balanced and surprisingly spacious targa-topped roadster was equipped with all-independent suspension and five-speed gearbox as standard.

While the majority of the 115,000 Porsche 914s built from 1969 to 1976 were powered by a four-cylinder Volkswagen engine, this particular car is one of approximately 3300 914/6 models built by Porsche and fitted with the 2.0-litre flat six-cylinder engine from the 911T, making 108bhp. This 1970 914/6 is finished in Signal Orange over a black leatherette interior and is equipped with Fuchs wheels, chrome bumpers, passenger side footrest and front fog lamps. In very original condition throughout with the exception of a high-quality repaint in its original hue, it presented incredibly well, a testament to its fastidious care. The 914/6 was added to Tommy Trabue's collection 13 years ago and has benefited from consistent upkeep as evidenced by maintenance receipts on file.

Accompanied by its tools, keys, jack, and spare tyre, this 914/6 was serviced in September 2019.



PORSCHE 914/6

Sale lot no: 51

Year: 1970

Chassis no: 9140431868

Auction: Gooding and Company, Amelia Island Auction

Where: Omni Amelia Island Plantation, Florida

When: 6th March, 2020

Pre-sale estimate: \$80,000-\$100,000 (£60,600-£75,800)

Sold for: \$123,200 (£93,300)



The images and descriptions of the 911 GT3 4.0 and the 914/6 appear courtesy of Gooding & Company (001 310 899 1960, www.goodingco.com); the images and description of the 944 Turbo Cup appear courtesy of Bonhams (+44 (0)20 7447 7447, www.bonhams.com); the images and description of the 959 Komfort appear courtesy of RM Sotheby's (+44 (0)20 7851 7070, www.rmsothebys.com). Sale prices include the buyer's premium.

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silver, drives superb and in excellent
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£75,000

P1020/020



1987 930 Turbo

Matching numbers car imported from
Japan, showing 60,300km with some
service history and Japanese paperwork,
std looking vehicle except for 930SE type
lower front spoiler and CD player. Factory
Sekurit glass, factory options include
limited slip diff, sunroof, air conditioning,
leather seats, central locking, power
seats and windows, factory alarm, very
tidy condition. Tel: +61 407 129362.
Email: mansle@optusnet.com.au
(Brisbane, Australia).
£65,000

P1020/026

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).
£13,495

P1020/048

911



2011 911 997 Carrera 2 GTS

Purchased 15/01/16 by myself from OPC
Sheffield. Metallic Meteor Grey, very high
spec to include centre lock Spyder
wheels, factory fitted Aerocup bodykit,
Porsche Sports (-20mm) suspension/
LSD, PDK, black leather/Alcantara
interior, dash, doors etc, Sport Chrono,
PCM3, PSE, VTS etc, etc! 45K miles,
FPSH, major service Porsche Leeds
03/19, (video presentation available). Tel:
07949 071906. Email:
gah1955@hotmail.com (Yorkshire).
£51,995

P1020/006



1996 Carrera 4S Convertible

I am reluctantly selling my much loved
black 2005 Carrera 4S convertible, I am
the 3rd owner and it has done 61,000
miles and has just had a full service with
a new 6 month tax disc, all major works
have been carried out including a new
water pump, it has a hard top and stand
and is in excellent condition and goes like
a dream. It also has 2 fully working
remote keys. Tel: 07788 102006. Email:
th@tgm-consulting.co.uk (Bucks).
£25,000

P1020/007

928



928 GTS rare manual gearbox, 75K just
spent, best available?

Ultra-rare 928 GTS 5.4 32V V8 with a
manual gearbox (only approx 44 made,
and believed around 22 remain), Guards
Red with grey sports leather interior, full
service history, 75,000 miles. Purchased
from Porsche Glasgow in November 2019
and has been in storage since then, NEC
classic show car. All belts done, new
battery, full 111 point check over, air con,
new wipers, plus more motor done Dec
2019 by Porsche. The previous owner
bought the car from Hexagon London in
2015 at 74,000 miles, it was a very nice,
well maintained car even then (YouTube
video online). To bring the car from being
nice to a spectacular/concours standard
(this is not over describing) just over
£75,000 was then spent on it at Porsche
Glasgow and Mitchell Inglis Porsche
approved repair centre (full glass out
respray including underside). I have been
lucky enough to own a few 928s over the
last two decades but none have come
close to how special this one is. As you
would expect it drives like new, basically
anything the car remotely needed was
done on a no expense spared basis. A
928 that genuinely needs nothing done
whatsoever, there is far too much to list
and there are invoices totalling £63,000
from Porsche Glasgow alone for recent
parts and mechanical work, no part exch
or texts, private sale, for further info please
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P1020/028

911



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DEALER TALK:

HENDON WAY MOTORS

Over half a century ago Anthony Pozner discovered how marvellous the 911 was, and has been buying and selling Porsches ever since from his north-west London showroom, one customer from the early 1970s now on his 35th Zuffenhausen sports car from him

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

Driving up to Warminster in 1968 to collect a red 911S that we had agreed in principle over the phone to purchase. While driving back to London, I was astonished at how the acceleration curve increased with the increase in revs, so different to what I normally experienced, even though we also stocked Lotus cars at the time.

Where have you progressed to since then?

In the mid-1960s, I took over the business, which was a Renault dealership, from my father. Friends, acquaintances, and finally clients began to request Porsches, so we started stocking them, and over 55 years, and selling so many 911s, our name has become more than familiar with the brand as an independent specialist.

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

The cheapest Porsche we have is a 2004 Tiptronic transmission 996 Cabriolet with 104,000 miles, priced at £16,950. The most expensive is a 1998 993-model 911 Turbo S in Speed Yellow, one of 23 in right-hand drive, and with 66,000 miles and which is priced at £320,000.

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

Really any 993-model variant.

What warranty do your customers get on cars they buy?

We normally give our own 12-month warranty backed by our company, but have just been recently introduced to

AutoProtect, which is able to supply our clients with a comprehensive warranty of up to three years on the majority of our vehicles.

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

We consider it ultra-important that customers come back to us, either to sell or buy another vehicle, and we always offer them special prices and incentives. One started buying Porsches from us in 1973 and is now on his 35th from us. Thanks to social media it's now much easier to keep in contact with customers and inform them on various incentives that we can offer, such as free memberships of certain clubs, like the 96 Club, offering track days, and car and coffee mornings, special servicing rates, and information on national and international rallies.

What's presently the best value used Porsche?

I consider the best value Porsche at the moment to be the 996-model 911 Turbo, which offers amazing performance and the normal rugged reliability associated with the marque.

Which is the used Porsche everyone wants?

The most sought after model at the moment is the 993-series, with that incredible, virtually hand-built Mezger engine. The longevity and reliability of that particular unit make it, I believe, the best to have ever come out of Stuttgart

Which Porsche models do you believe will make a great financial investment?

The 993, together with the other limited addition RS variants, and also the 997 and 991 in

Turbo S specification.

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

A 964 911RS, a car that you did not just get into, but actually put on, like a well fitted, supremely comfortable suit. It spoke to you and transmitted all its intentions on the track, as well as on the road.

What was your first Porsche?

A 911S, which I drove down to southern Spain, before the motorways were built, and was duly impressed by its precise and eager handling over the mountain passes, and its appetite to swallow huge distances and yet leaving the driver still fresh, even disappointed to have reached the destination, with no more driving that day.

What is your all-time favourite Porsche?

It's a very close run decision, between a 2011 Porsche 911 GT3 RS 4.0, and a 1998 911 Turbo S, of the type we have for sale.

What car do you drive every day?

A 991-model 911 GTS, offering the combination of handling, reliability, performance, and build quality. While in each area there are cars that will improve on these individual aspects, I know of no other marque that combines them all to such a high degree.

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If you want the very cheapest Boxster, there's no need to spend even £3000, although for that much you'll probably come home with a bag of trouble. But if a Porsche Centre is selling an early Boxster, with of course Porsche's comprehensive used car warranty, you can be sure it'll be a good one. And that was what Porsche Centre Swindon was offering for £14,950: a 2001 Boxster in Artic Silver over black leather with under 19,000 miles.

This dealer is one of Porsche's "Classic Partners" and was selling it on this basis now that the original Boxster is "officially" a classic. It also happened to be the cheapest car in Porsche's nationwide stock list; it was obviously pricey for a basic Boxster but it could be a decent longer term investment.

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Presently most Porsche owners will not be driving their cars, those lucky enough to have a garage no doubt taking them off the road and tucking them safely in there until things return to normal. So you may be thinking about applying for SORN (Statutory Off Road Notification).

If you are going to do this, beware of finding yourself on a non-government website asking you for money, typically £30 to £40, to "fast track" your application. There is nothing difficult about it and no cost involved – go to the official site, www.gov.uk, and do it yourself in a couple of minutes! Also, bear in mind that a SORN refund is only given for complete calendar months – the DVLA refuses to issue road tax on a daily basis. So check the date before applying.



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944

1992 944S2 Cabriolet

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£12,000 P1020/001

BOXSTER



2012 Boxster 981

30,000 miles, in Basalt Black metallic, low miles with FSH, MOT due March 2021. Car in pristine condition, 20" Carrera classic alloys with great tyres, Bluetooth phone/iPod set up, PCM, air con, CD, black leather interior, electric windows. Reduced price as space needed. Tel: 07837 107436. Email: sueandjohn@icloud.com (Stockport, Cheshire).

£22,500 P1020/004

987 Boxster S

Registered Jan 2005 with MOT until June 2021, outstanding example with large Porsche service file and many factory extras: 911 19" Carrera unmarked mags, Sport Chrono package, PASM, Porsche stability management, extended full leather terracotta interior, Bose sound package, Bi-Xenon headlights, glass rear window, silver metallic paint, Porsche communication management (phone), sat nav, air con, hood has recently been refurbished and is in very good condition. With 280bhp to play with this is an excellent driver's car with manual gear change. Bargain for this package at £8900 ono, in first instance please email: john.blake1919@gmail.com (Hampshire).

£8900 ono P1020/033



Boxster 987 2.7 (56 plate)

80,100 miles, full service history, last service was 24th April 2020, MOT 30th April 2020, 4x brand new tyres, new pads all round, new heater blower fan, new boot latch buttons, new coil packs and plugs, new track rod ends, navigation and Bose upgrade, Atlas Grey, black leather, 1 month's warranty remains, leather looks brand new, 30+mpg, Super Unleaded used, always warmed up before drive, offers ok. Tel: 07568 723293. Email: chris85burrow@hotmail.co.uk (N.Yorks).

£10,500 P1020/027

BOXSTER



1997 2.5 Boxster 986

48,000 miles, one owner for 23 years, garaged for the last 10. Recently had new discs/pads/lines, crankshaft oil seal and clutch. Full MOT, some history, price includes cherished plate. Tel: 07834 975504. Email: gew04@hotmail.com (Cornwall).

£6250 P1020/035



986 Boxster 3.2 S manual only 18K mls

2003 Facelift Boxster S, Arctic Silver over full Metropole Blue interior, manual. This is in immaculate condition inside and out and has covered 18K miles from new. Factory spec includes full leather interior, climate control, cruise control, Sport seats, sound package, heated seats, on board computer, 18" Turbo alloy wheels, CD storage and wind deflector, full service history from new. Tel: 07947 862224. Email: stevergeorge@me.com (Sutton).

£11,495 P1020/010



2005 Boxster 3.2S

40K miles, only two owners from new and comes with full service history, has the extended leather cabin, Sport Chrono Bose sound system and sports steering button. Has had a full service, correction, and has been refinished in ceramic. The car is refinished and the hood has been repainted and waterproofed. This car has been pampered all its life, and there is nothing that needs any money spent on it, it is ready to drive away and enjoy. Tel: 07711 182888. Email: pr@trade-events.co.uk (nr Brackley, s. Northants).

£12,995 P1020/051

CAYMAN

2006 Cayman S Tiptronic 3.4

Atlas Grey metallic, grey leather interior, superb colour combo with front Zunsport grille set. Used daily, 67,574 miles, unmodified car, excellent condition, unmarked 19" Carrera classic wheels, Bose sound system. Maintained regardless of cost, recent expenditure approx £5000 inc 4 new Pirelli P Zeros + new pad and discs, 2 keys, recently serviced by Auto Umbau Porsche, mature owner. Tel: 07979 512974. Email: geoffbrown7@hotmail.com (Herts).

£13,995 P1020/024

OTHER VEHICLES



Volkswagen Porsche 356

1664cc, 1971, black Speedster, radio/CD player, heater, spot/fog lights, Vintage Speed exhaust, twin carbs, tax, MOT exempt. Tel: 01359 230397 (Suffolk).

£20,000 ono P1020/049



Porsche 109 Junior tractor

1962, in good working order. Tel: 07913 707975.

£10,250 P1020/050

REGISTRATIONS

VI3 MAD

Plate on retention

'V13 MAD', on retention, would trade with motorbike. Tel: 07966 494766. Email: davidjones127@sky.com.

£1200 P1020/019

REGISTRATIONS

PO 6

'PO 6'

Car registration number plate, 'PO 6'. Tel: 07867 784078. Email: mjoservices@aol.com.

£38,000 P1020/029



Scottish 'Thomas' with a Carrera 2?

Private registration 'C2 TAM' on retention document V778 for immediate transfer, suit any Tom, Tommy, Thomas, Tam, Tammy, Tamsin etc, who owns a Carrera 2. Tel: 07563 908217. Email: crgmtchill@sky.com.

£1995 ono P1020/042

RV52ELL

Personal number plate 'RV52ELL'

Ideal if your name's Russell, looks fantastic on our pride and joy. Tel: 01773 714358. Email: campervan2009@hotmail.co.uk.

£5000 P1020/044



JUST HOT, enough said

'JU57 HOT', superb plate for you or your HOT car, this head turning number plate is held on a long retention certificate, it can be put on to your car now or saved for later. An excellent investment that will continue to rise in value, get in touch now and make it yours, absolute bargain at this price. Tel: 07900 276656. Email: lhamer92@gmail.com.

£4999 P1020/021

RELATED REGISTRATIONS

300 RS	991 PD	1 VWS	CAR232A	918 MHH
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35 SYX	987 MD	911 MPY	OWY 911K	N321 GTS
997 CSS	RUF 911T	911 MSD	DJA 911R	GT03 AWH
POR 997T	X911 RUF	911 MXD	VOP 911S	GT03 SPJ
TON 997X	993 RUF	911 PYT	CAB 911X	OO05 CAY
POR 911K	993 POR	911 RWS	A911 DPG	RS18 POR
POR 911N	A993 XXX	911 WVS	D911 POR	RS61 POR
944 HPK	B911 RSR	TIL 911	J911 GTN	RS68 POR
E944 POR	RSR 911T	VNZ 911	P911 SCH	RS68 RSR
WAG 944S	RSR 911X	WBZ 911	S911 LER	GT68 RSR

All registrations transferable during the Covid-19 period

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AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

After lockdown in March, live auctions couldn't take place unless under strict, difficult conditions. But sales continued online, RM Sotheby's reaping the benefits of its online platform set up last year, and David Sutherland asks if this is the future?



RM Auctions saw this Porsche 935 Martini sell for £1.1m

Whether the conventional office will survive in its present form in the post-pandemic world is a matter of considerable debate, and from what we've seen this summer the same question applies to car auctions, mainstream and classic. After lockdown was announced in late March, auction houses set to work reformatting their scheduled sales into online events and it was business as usual, after a fashion, at least. Could the champagne-drizzled, fancy venue and the expensive logistics of assembling the cars there become a thing of the past?

The most enthusiastic adopter was RM Sotheby's, the Canada-based international player, which over the past few years has built up the most extensive sales calendar in the business. In 2019 it staged 16 events in the US and Europe, and far from this tally being decimated by Covid-19, RM had put on six car auctions and as many memorabilia sales by the time

of writing in mid-August, all of them online after Amelia Island in March; it expected to hold another five by the end of 2020.

It's possible Coronavirus may have speeded up what was happening anyway. During the last three months of 2019 RM had held three online sales, one of cars and two of memorabilia. And a new breed of online only operators are emerging, such as Oxfordshire based The Market, which had claimed a tripling of traffic during lockdown and prices equalling pre-lockdown levels, and Collecting Cars in south west London. It looks like an attractive business model: no venue expenses and a contact-free channel for self-isolating bidders. But the small army of telephone bid takers seen at RM's 'normal' auctions confirms that this was a widely preferred method pre-pandemic.

'Broadly speaking it's gone well,' says RM Sotheby's' Peter Haynes. 'Prior to lockdown we'd developed an online selling platform so having the IT structure in place put us ahead of the game. It proved that the concept

worked, but I don't think you'll see it replace live auctions. You might see online becoming the way to sell lower value cars, but if you're buying a car for £1.5m you want to see it.'

He also believes live auctions produce higher prices. 'There is a thing called "auction fever". There's a highly charged atmosphere – seeing someone 20 metres away bidding on the same car does have an effect.'

In its half dozen car sales RM presented 106 Porsches and sold 86 of them, raising around £70m with prices ranging from \$8250 (£6900) for a 1987 944 at Palm Beach in late March to a 935 Martini – a non-homologated, 991-based race car, one of 77 built by Porsche in 2020 – making €1.32m (£1.11m). That was the sole RM car selling for six figures, and there were few exceeding half that. One car that did very well however was an elaborate "recreation", called a 365 RSR Outlaw, a highly modified 356 bodysell stretched over a 964 chassis. Built by Emory Motorsports in California, it sold at the Monterey/Shift sale, which

would have been the Pebble Beach event, for \$780,000 (£594,700), exceeding its pre-sale estimate by more than £90,000. The highest priced road-going 911 was a 996 911 GT3 RS 4.0 sold at the European Sale for €269,500 (£244,000).

US-headquartered Gooding & Company is a less prolific auctioneer than RM, but did have a bumper Amelia Island sale in March. Its Pebble Beach sale became Geared Online Auction, and from a Porsche perspective was low key, presenting five Porsches if you count the 1959 Junior 108K tractor selling for \$17,600 (£13,400). Its highest priced Porsche lot was a 2019 911 Speedster selling for \$330,000 (£259,100), in the middle of its price estimate, but being nearly £50,000 up on its showroom price of last year is an indication that coronavirus hasn't dented the premiums achievable on new specialist models.

Away from the international arena, in the UK Bonhams said the behind-closed-doors July Motoring Auction in late July was its best ever at the Bicester Heritage site in

Oxfordshire, the highlight among all marques the 1993, 964 911 Turbo that after a lengthy battle between two bidders – one on the phone, the other online – went for £164,250. That was £34,250 above estimate, and made the 2002 996 911 Turbo with 72,000 miles and £18,000 worth of recent bills entered in the same auction look fantastic value at £28,125.

A more local UK snapshot was provided by Surrey-based Historics Auctioneers' Windsorview Lakes event, the mid-July sale not fully on line but held under social distancing measures. Eleven Porsches, no-reserve status applying to only one of them, were presented and just one, a 1972 911E with a £75,000-£100,000 pre-sale estimate, did not sell.

In the circumstances the prices achieved were probably mostly satisfactory from the sellers' points of view, all but two selling within their estimate range. A 2003 996 911 Carrera Cabriolet in metallic blue over tan leather and with just 11,500 miles did extraordinarily well, selling for £27,440 – a staggering £9440 above estimate. A 2010, 987-model Boxster S in silver over red and with 52,900 miles made £21,840, £2840 above estimate. "Transaxle" included a 1982 928 offered with no reserve making £7641 and a 1982 944 Lux fetching £9056, a touch above estimate.

'It was our biggest revenue sale in 10 years,' commented Historics' Michael Hodges. 'There's clearly a pent up demand, and sellers are being much more realistic about what their car is worth and adjusting their reserves accordingly.'



Bonhams, 964 Turbo, £164,250



Gooding, 911 Speedster, £259,100



Gooding, Junior 08K, £13,400



Historics, Boxster S, £21,840



RM, RSR Outlaw, £594,700

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REGISTRATIONS



Registration plate

Porsche plate for sale, 'P80RSC'. Tel: 07768 314189. Email: cpbclive@hotmail.co.uk.
£2500

P1020/045



'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.
£1300

P1020/009



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 for Xmas, 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@gmail.com.
£1799

P1020/002

BOSTOCK NUMBERS



BOSTOCK, ultimate plates

A set of perfect plates for anyone named Bostock, the family set is on the market, due to a move overseas, we have plates for A, D, J, M and R Bostock. Take a look at the list, buy one or all of them if you wish, we will of course split them up. This is the best opportunity that you will ever get to own your perfect plate, all held on long retention certs allowing you to use now or save for later use. Tel: +44 (0)7858 580557. Email: onward@rocketmail.com.
£580

P1020/008

REGISTRATIONS



'N9EUN'

Here we have the number 'N9 EUN' for sale, the German word for the number 9, looks especially cool on a 911. Tel: 07545 384664. Email: murraybrand@hotmail.com.
£4995

P1020/038



'P911 AFC' Gooner Porsche

Super plate for a Porsche 911, excellent plate for an Arsenal fan/player, *ultimate* plate for any Gooner with a Porsche 911, imagine this rocking up at The Emirates. The plate is on a retention certificate which makes everything so simple, number plates are very good investments and this registration will appreciate in value. Please contact me if you want to be the new owner of this desirable asset. Tel: 07858 580557. Email: ticktock88@gmail.com.
£3499

P1020/022



Personal registration 'P911 JYE'

Private plate ideal for your Porsche 911, owner or partner name Jayson, Jayne, or Jay?? Superb private plate/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 1 month prior to the expiry date (free service offered by DVLA). The listed price 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.
£580

P1020/003

WBL3

'WBL3'

Registration 'WBL3', for more details email. Tel: 07876 547548. Email: williamblloyd@gmail.com.
£9000 ovno

P1020/018

REGISTRATIONS



'K1 JOT plate'

Plate on retention certificate so £80 transfer fee already paid, rare number 1 and cuts down to nice short foot long plate. Tel: 07799 064911. Email: calder911@yahoo.co.uk.
£995

P1020/013



Car number plate 'I POG'

Car registration number plate for sale, 'I POG'. Tel: 07867 784078. Email: mjoservices@aol.com.
£28,500

P1020/034



Registration numbers 'L14 NOD', 'L15 NOD', 'L16 NOD'

These three consecutive registration numbers are for sale as one lot, they are all on their retention certificates with assignment fees paid. All that is needed is to fill in the forms, nothing to pay except buying the number plates of your choice, please note that the price is for the set of three, they are available singly on www.regtransfers.co.uk. Tel: 07977 103495.
£1000

P1020/043

PARTS

PARTS



Porsche 944 electric big bolster seats

For sale a pair of immaculate 'as new' big bolster, half leather, electric, burgundy pinstripe front seats. From a 1986 944 Lux, may fit 924/924S/968/964/911 etc, totally mint seats. Will post worldwide, more photos available on request. Tel: 07851 535152. Email: bjohal172@gmail.com (West Midlands).
£1200

P1020/012

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 (Oxon).
£1200

P1020/016



996 C4 alloy wheels

Set of 996 17" C4 alloy wheels, front 7J ET55x17 rear 9J ET55x17. New tyres required and alloys need refinishing. Tel: 07557 399930. Email: nicky.bennington@btinternet.com (Devon).
£175

P1020/030

EST: 1997

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TRIED & TESTED

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

911 CARRERA 4 996 3.4 TIPTRONIC * 2000 'W' * 83,100 MILES * £9500



Mostly, this column functions autonomously, but just occasionally an editorial prompt arrives, as occurred last month: the email read, "this 996 struck me as a good, honest and keenly priced car with one owner and lowish miles. One for T&T I reckon." The editor, who had evidently been reading the classified ads, is of course something of a 996 connoisseur so your correspondent duly sought out the vendor of this 'keenly priced car.'

At first glance this 996 looks almost too good to be twenty years old. Some energetic buffing has wrought an impressive sheen from the Midnight Blue paintwork, and only the bonnet remains slightly dull. Lack of stone chips suggests a respray of the vulnerable front bumper at some point and the shiny translucence of the fried-egg light units means these too are unlikely to be original, but externally only the paint peeling off the driver's side roof bar panel mars the impression. Even the Turbo alloys, shod with nearly new Continentals, show few imperfections. The cabin on the other hand does show signs of honest toil. The Classic Grey optional leather interior, though slightly grubby, has lasted rather better than 'leatherette' would have, and if the driver's seat is looking somewhat the worse for wear, the rest of the cabin has survived 20 years of people climbing in and out, probably on a frequent basis. The other visible casualties are the transmission tunnel where the grey plastic is badly chipped, and scuffing on the driver's door threshold.

In dealer Ashgood's favour, it does draw attention to these minor shortcomings in the advertisement. The grey carpet looks fairly clean, the driver's mat is worn through; as is so often the rear cabin is unmarked. The boot is clean and the engine compartment looks dusty, but dry. A good sign is the driver's door: there is no perceptible drop and the hinges are well lubricated: this is borne out by the service record which reveals seven annual visits to Hatfield OPC until 2009 and then ten to JZM in Langley, the last being in March 2020 at 83,048 miles. Averaging only 4500 miles between workshop visits, this company-owned 996 was obviously something of a workhorse and, if not cherished, has at least been maintained correctly.

Despite its appearance, the driver's seat has lost none of its support and the sports steering wheel is far from worn smooth. The eight-way electric memory function operates for the passenger seat, but the driver's side has amnesia until the engine is started and presumably the flow of electrons more vigorous. From cold the idle is smooth and the 996 pulls away without any creaks or groans, and in fact the ride is by 911 standards serene: the Tiptronic glides unobtrusively between its five ratios and kicks down obediently when solicited. The auto 'box feels dated compared with the responsiveness of PDK, but in combination with the healthy 3.4 which still revs to the redline when pressed, the Carrera can be whisked along very fast, aided by the excellent visibility of older 911s. Steering is pure 911 with no hint of imprecision or tyre scrub

CHECKLIST

BACKGROUND

For almost a decade the entry 911, opinion of the 996 has steadily improved as fears of IMS disasters recede with many cars now offered with retrofits. As general confidence in the model rises, the 996 is now seen as offering a lot of 911 for the money. Dealer Ashgood which once eschewed the gen 1 car is nowadays keen to offer better examples, usually low mileage C4Ss

WHERE IS IT?

A mile from Terminal Five, Ashgood now offers most models in the 911 firmament from this 996 C4 to a 964 RS via GT3s and GTSS. Ashford Porsche, Horton, SL3 3PA Tel: 01753 680558, ashgood.co.uk

FOR

One owner, consistent use, FSH

AGAINST

Will require detail improvements, but limited expense

VERDICT

A 996 with a distinct feeling of integrity

VALUE AT A GLANCE

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

suggesting out-of-true geometry, indeed chassis and suspension are gratifyingly free of extraneous noises and the only complaint is the aftermarket exhaust, which while sounding rather good outside, is inclined to be boomy in the cabin. Idling when hot reveals a light, external-sounding rattle from the top of the engine, possibly one of the pulleys; there is a faint moan from the gearbox when reverse is selected and the top can fly off the selector unless it is manipulated carefully.

An enthusiastic new owner could resolve these largely cosmetic matters with relatively little expense; mechanically the 996, which had emerged from JZM's workshop just prior to this test, appears very sound; the MOT is due in July: the tester might comment on the wear on the rear brake discs, but otherwise everything suggests this one owner 996 really is that rare beast, the good, honest and, for what it offers, keenly priced car. **PW**



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PARTS



Porsche 911 engine cover

1970 Porsche 911 original engine cover, no rust, bead blasted and etch primed. Tel: 07532 477192.

£250

P1020/025

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 (Oxon).

£955

P1020/017

Porsche 924 Turbo S1 VDO clocks - rare!

Very rare Porsche 924 Turbo Series 1 VDO dash clocks for sale. Green digits with orange needle, includes speedometer, rev counter, fuel and temperature gauge, the speedometer reads just under 4K. I also have for sale the corresponding centre console clocks, with volt meter, oil pressure gauge and time clock, each set of clocks is available at £500, can be posted worldwide. Tel: 07851 535152. Email: bjohal172@gmail.com (West Midlands).

£500

P1020/011

Turbo Twist hollow wheels and new tyres

Porsche Turbo Twist hollow 5 spoke 18" wheels (dark grey with red coachline) fitted with new Pirelli N4 Porsche approved tyres, 295/30/18 N4 rears and 225/40/18 N4 fronts P Zero Rosso. Wheel condition is used and tyres are brand new costing £650 fitted, one wheel rim has a very small area of damage right on the edge plus crazing to the gloss lacquer finish, Turbo centres, contact for photos. Tel: 07811 123066. Email: mpitter@aol.com (Herts).

Offers

P1020/041

New Porsche 911 roof panel 1963-89

Porsche roof panel, Dansk, new in box, OE-90150305100, Porsche 911 1963-1989. Tel: 01244 370886. Email: davidbrown.chc@btinternet.com (Cheshire).

£1499

P1020/047

New Porsche 911 997 air filter housing

Porsche 911 997 Mk2 air filter, OE-99711002231, 3.8L, brand new, complete, collection Chester. Tel: 01244 370886. Email: davidbrown.chc@btinternet.com (Cheshire).

£350

P1020/036

PARTS

Porsche 911 997 Gen 2 Led tail light lenses

Genuine Porsche, used and from my own car, working perfectly but the lenses are separated slightly and let in water, even with this problem everything works fine. I put 2 new ones on my 911 just for looks really at almost £1000! Possibly they could be repaired but never tried, would suit as backup or for track day car etc, can send photos if required. Tel: 07894 465066 (Co.Tyrone).

£250

P1020/037

MISCELLANEOUS



Original '70's Porsche car care kit

Original Porsche car care kit from the late seventies, unused and complete, I used it as a feature displayed in the trunk when displaying my '77 Carrera 3.0. I understand that these were given as a gift on purchasing a Carrera 2.7 and 3.0 in the '70s. Some slight signs of wear from being moved around in its plastic Porsche branded box, but still an attractive and rare feature to have with your period Carrera. Tel: 07761 084385. Email: davidbolton01@aol.com (Cheshire).

£75

P1020/014

Porsche backpack in black

100% polyester, 17"x11"x 6" approx, unsuitable gift, unused, 60% off, postage included. Tel: 01475 726360.

£39

P1020/015



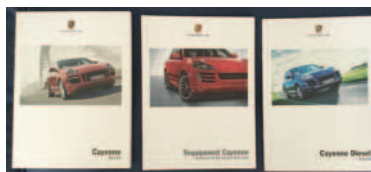
Porsche 924 & 944 book

Author Nigel Edwards, includes data and detail on 968, 96 unmarked pages, vgc. Tel: 07399 359072.

£6

P1020/052

MISCELLANEOUS



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

P1020/039

Porsche Boxster hard top storage bag

For sale my hard top storage bag, fits Porsche Boxster and many other vehicles, in very good condition, fully lined/padded with full zips and hanging loops, very good quality, buyer collects for £99 or can post to the uk for an extra £15, please email for pics at pkw2704@gmail.com. Tel: 07726 340199 (Leeds).

£99

P1020/046

911 Porsche magazines for sale

Large quantity of motoring magazines for sale all with Porsche related articles from the 1980s to 2020, includes *Porsche Post* from '86 on, *911 & Porsche World* from no.6 onwards, *Fast Lane*, *Car*, *Classic & Sports Car* and more, for a full list please email, will split into magazine lots if required, all offers considered, must go as I need the space, buyer to collect. Tel: 07903 783586. Email: d.m.stllr@ntlworld.com.

£50

P1020/032

WANTED



WANTED

Wanted all Porsches classic to modern!

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

P1020/040

WANTED

968CS LHD project wanted

Looking for an original, first paint, accident free 968CS left-hand drive that can be a good base for soft restoration. Please send me your offers via email with photos, I would consider other classic Porsche project manufactured until 1995 but I am on low budget. Email: rutkowsa@gmail.com (Denmark). P1020/005



Porsche 911 wanted!

Looking to buy your 911, buying Porsche for over 40 years. For good old fashioned polite service call Paul Langley or send pictures/descriptions to my WhatsApp: 07836 617916. Or email: paul@theporschebuyer.co.uk. P1020/031



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). P1020/023

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TRIED & TESTED

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

CAYMAN S GEN 2 PDK * 2009 '59' * 217,018 MILES * £10,995



Market research in Germany has shown that used Caymans have on average higher mileage than the equivalent 911. From observation that appears to be the case in other markets too and is perhaps because many 911 owners have access to other cars, whereas for the Cayman driver this is more likely to be his or her only Porsche. It is at least a plausible explanation and the Cayman featured here would certainly fall into that category.

Registered in September 2009, this 'S' is an early second generation model with the brand new MA1 engine which replaced the long-running M96/7 series, not a moment too soon said some critics who felt the new unit should have been introduced on the 997 in 2004. Much has been written about the MA1 engine, its fundamental redesign doing away with the intermediate shaft and its 'closed deck' construction which helped to make it not only lighter than its predecessor but, claimed Porsche, 22% stiffer. Ten years on, if bore scoring still occasionally occurs, though anecdotally affecting the 911s more than the 987/981s, the MA1 group, which was superseded by the smaller turbocharged engines from 2016, has proved reliable so the opportunity to try a (very) high-mileage example was too good to miss.

Its odometer reading (217,018 miles) and sticker price are the real head turners on this gen 2 Cayman 987. Once again, at first glance it looks immaculate. Carrara white paintwork has been extensively resprayed and this most forgiving of colours means

old and new paint are all but impossible to distinguish. A couple of stone marks are rusting through next to the passenger side air vent suggesting some of the new paint may have been applied rather too quickly, but otherwise there are no significant imperfections. Seventeen-inch alloy wheels are largely unmarked but have light corrosion on their inner surfaces. Continental P2s are nearly new and refurbishment has evidently extended to the brake calipers which have received repaints. Glasswork is unmarked and the front valance and side lights look recent.

The cabin is a tribute to the redesign heralded by the 997: the only major signs of wear are the driver's seat cushion, where the leather has stretched, though it is still supportive; everything else looks as if it could face another 200,000 miles. Disfiguring scuffs and scratches except for one mark on the passenger seat are notably absent. Footwell mats are missing.

A four-owner car, the initial proprietor took the Cayman to almost 200,000 miles in six years, an exceptional annual mileage for a petrol engine. The service book shows regular 20k attention from OPCs, these intervals falling sometimes after only nine months. Three subsequent owners have added 15,000 miles and the record details four more OPC or independent interventions since 2015, the most recent by vendor Ashgood in February 2020. No invoices alas exist to show what was replaced at any of these 13 services.

The Cayman fires instantly from cold with only

CHECKLIST

BACKGROUND

Always in the 911's shadow, the Cayman is an attractive alternative, especially the S with a power-to-weight ratio equal to the contemporary 3.6 Carrera. If you must have a 911, gen 2 Carreras begin at £30,000; a third of that buys a (usually) tired twenty-year-old 996. Or this Cayman S

WHERE IS IT?

Ashgood Porsche, Horton, SL3 9PA 01753 680558

FOR

Price, performance, handling; regular servicing

AGAINST

No service invoices so detail absent; underside worth examining

VERDICT

Mileage will deter many, so potentially a bargain

VALUE AT A GLANCE

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

water vapour apparent from the exhaust. Underway it steers precisely with all the feel of the hydraulic system, the ride unmarred by clonks or rattles from underneath; the 3.4 is very keen to show its stuff and the alacrity with which it accelerates, assisted by a very responsive PDK, quite belies the mileage: low mileage anyway tends to be overrated. What wears engines is cold starts. A car like this where the oil has barely ever cooled down will likely have less internal wear than a low-mileage example which rarely reached operating temperature. Certainly the 320 horses of this bargain basement gen 2 987 are seemingly in fine fettle. Cornering and ride are also faultless and engender a sense that whatever has been done underneath, all elements replaced were put back and realigned properly; brakes pull up hard when asked, though a faint squeak developed after a couple of serious applications. There were no smells of hot coolant after a run and in the performance and handling departments, this is like a far younger Porsche. Naturally this S is not perfect: the driver's seat heating element seems to have died and the A/C produces lots of air, but none of it conditioned.

Undoubtedly a lot of Cayman, especially for the knowledgeable buyer, it is little surprise that Ashgood had sold the car even before this test was completed. **PW**



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LHD, Midnight Blue



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TIME MACHINE

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

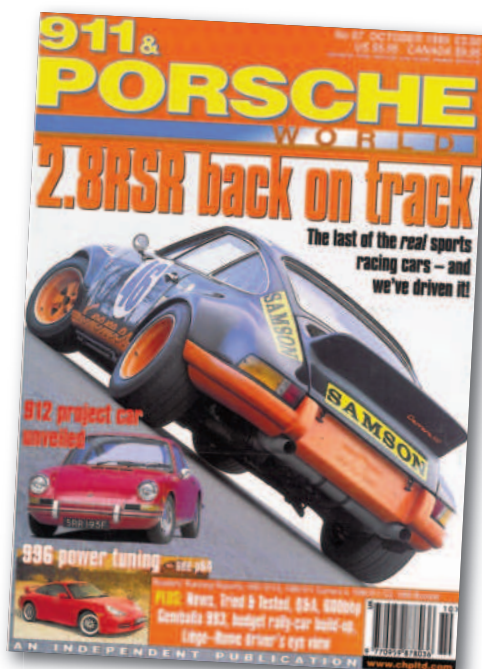
OCTOBER 1999 (ISSUE 67)

If there's ever been a truly consistent theme running through *911&PW* in its 30 years of publication, it's probably one of cost-effective Porsche motoring. In this month's issue we're at it again, looking at cost-effective Boxsters and Caymans. The *911&PW* task force has never really got over the price hike in air-cooled Porsches, that saw most of us throw in the towel and pragmatically retreat to the world of the water-cooled Porsche.

Back in the October 1999 issue we introduced a new budget project car to the fleet, in the shape of long time contributor, Paul Davies's US import 912. At just £7k, this was *the* entry level, air-cooled Porsche and what's more he bought it on the 'internet!' Make no mistake, that was radical stuff in 1999, when the millennium bug was set to destroy mankind, as 1999 turned into Y2K. OK, so the car had already been imported, saving a lot of aggro, but none the less, it was a far cry from flicking through Autotrader, with a cup of tea. And £7000 seems like an unfeasibly small amount of money for a classic Porsche.

Paul owned the 912 for six years, before replacing it with a Carrera 3.2 Targa, which is featured in this issue, as Paul tackles refurbishing the Targa lid, with a cost-effective kit from Design 911. All part of the *911&PW* ethos, you see...

Not that we can claim the 2.8 RSR making the headlines on the front cover was in any way a budget Porsche. It was – and is – a very well known and desirable one, though. Recently restored by Lincolnshire farmer, Michael Burt, in its Kremer Racing/Samson livery. Editor Horton got to take it for



a spin. His verdict? 'Bloomin' hard work!'

Elsewhere in the issue, and without the aid of a crystal ball, Michael Cotton pondered what Porsche was going to do with its now redundant Le Mans V10 engine. Could it be that it might end up in Porsche's forthcoming and as yet unnamed off-roader in some form? What might have been, eh?

SEPT/OCT 1995 (ISSUE 29)

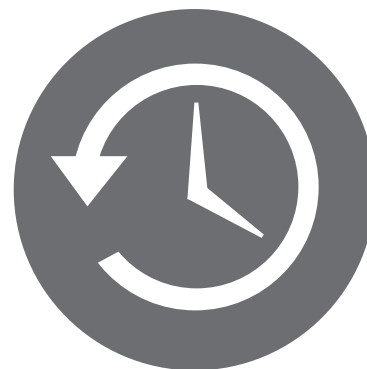
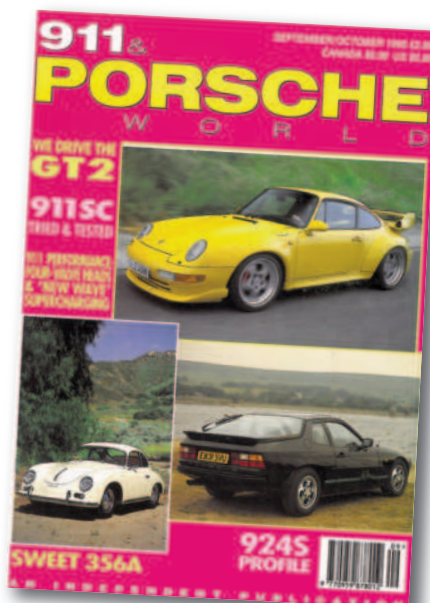
The Sept/Oct 1995 issue must surely have stood out on the shelves, with its pink and yellow vibe. Yellow in homage to the 911 GT2, but not sure where the pink came from! Still, the hardcore GT2 was a worthy cover star and a true homologation special.

This 1995 issue also features a manically modified TechArt 911. Got to hand it to TechArt – still in the game of building the outrageous, when others have fallen by the wayside.

Twenty four years ago it was the 993 based CT3, with a supercharged, 462bhp engine and nicknamed the 'Red Baron' due to its colour and biplane style rear wing.

Somewhat more down to earth and we marked the 20th anniversary of the 924 with a look at the 924S version. Indeed, hard to believe that in 1995 the 924 was already a couple of decades old, given how contemporary it still looks, even now.

A quick look at the classifieds? How about a 911S 2.2 in good nick for £8000? Or, indeed, a 911 2.2 ST for £35,000? Oh, for a time machine.



OCTOBER 2008 (ISSUE 175)

Back in 2008 the 997 had just been revamped, and with that came the all new PDK (Doppelkupplungsgetriebe, to give it its full, tongue twisting title) gearbox. In order to really evaluate this piece of fast-shifting tech, we blagged a couple of 997s, one manual and one PDK, and headed north for a couple of days of driving.

It should have been relatively simple, I guess, but the two cars, while both being Carrera 2s, had very different specs, even taking the transmissions into account. The PDK equipped car also came loaded with PASM suspension and the Sport Chrono pack, exclusive to PDK, while the manual car had passive suspension and no gizmos save for PSM.

Oh, and the PDK car had the much derided button shifters, that even Walter Rohrl went on record as saying were "shit!" Anyway, you can see which way the showdown was going can't you? The hardcore, manualist motoring journo in us prevailed and the simpler, manual Carrera 2 won the day.

Interestingly, in this issue, we jump a 911 generation and compare the base 991 T, with the more top of the range 991 GT3, to draw a similar conclusion. Clearly we motoring journo's are simple creatures, but clearly in a minority, as Porsche's sales data definitively proves.



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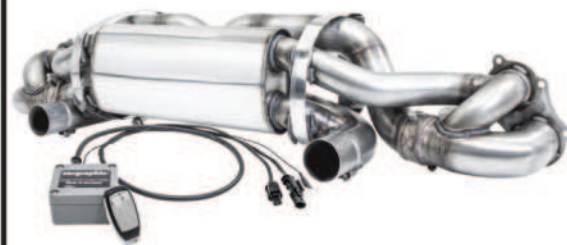
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