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UP FRONT

Time flies when you're having fun, and for Bennett, 15-years as Editor of *911&PW* has been a blast. Time to let it go...



911 & Porsche World hit 30 earlier this year, and I've edited the mag for 15 of those 30 years. Not that it seems like it, of course. It's been more than a blast, but it's definitely time to move on and this strange year has been a catalyst to that decision. I'm looking forward to going back to being a Porsche enthusiast and a *911&PW* reader, and to let someone else guide what is still the world's best selling Porsche monthly magazine. Next month *911&PW* will be under new management. Exciting times ahead, I'm sure.

There's too many people to thank, but credit must go above all to *911&PW*'s founding father, Clive Househam, who

“ We're all in this together, the pleasure and occasional pain of Porsche ownership ”

spotted a Porsche themed gap in the market, and sold his *911* to finance it. Thanks for the opportunity, Clive. And all the best to *911&PW*'s new owners, Kelsey Media.

To a man, *911&PW*'s contribs team are all passionate Porsche owners. It's in the DNA of the title and has clearly resonated with the readership. We're all in this together, the pleasure and the occasional pain of Porsche ownership. And a magazine is nothing without its readers. Thank you, one and all.

STEVE BENNETT

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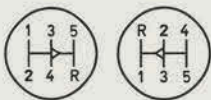
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NEWS

Porsche launches monster 700bhp Panamera Hybrid * Off road 911 spotted testing * Porsche sales drop by 5% * 996 gets ULEZ exemption * Porsche release 'new' air-cooled crankcases



700HP PANAMERA TURBO S E-HYBRID UNLEASHED

Porsche's new three-seconds-to-60mph saloon car

No fewer than 700 metric horsepower and the sprint to 62mph dispatched in just 3.2 seconds. We give you the latest Panamera Turbo S E-Hybrid, Porsche's new petrol-electric powerhouse.

As for specifics, that outrageous power output is split between Porsche's familiar twin-turbo V8 petrol lump, now producing 571hp, and a 136hp electric motor. 700hp is only a marginal increase on the 680hp output of the previous Turbo S E-Hybrid. The power upgrade therefore translates into a mere

4mph bump in top speed to 196mph. However, the electric system has received extensive upgrades.

Most obviously, the Panamera's lithium battery pack has seen a hefty 30 per cent increase from 14kWh to 17.9kWh. According to the official figures, the all-electric range has dropped to 32 miles. But the revised model has been certified under the new and much more stringent WLTP regime, so real-world range will have increased significantly. For the record, combined

WLTP fuel consumption for the Turbo S E-Hybrid model is 94.6 to 104.6mpg, equivalent to 69 to 61g/km CO₂.

As standard, the Turbo S E-Hybrid is absolutely loaded with kit, including all currently available chassis and control systems. So, that's the electric roll stabilisation system known as Porsche Dynamic Chassis Control Sport (PDCC Sport), Porsche Torque Vectoring Plus (PTV Plus), rear-axle steering with Power Steering Plus, and the Porsche Ceramic Composite Brake



How much is too much? Perhaps to keep pace with its own all-electric Taycan, Porsche has seen fit to endow the Panamera Turbo S E-Hybrid with a mighty 700bhp

(PCCB) system.

As for styling, the new nose design of the Panamera Turbo S E-Hybrid is differentiated by its dual C-shaped Turbo front light modules as well as larger side air intakes. The revamped light bar at the rear now runs seamlessly over the luggage compartment lid with an adapted contour.

Options available include darkened Exclusive Design tail light modules with dynamic Coming/Leaving Home animation, three new 20- and 21-inch wheels and two new exterior colours, Cherry Metallic and Truffle Brown Metallic. Inside, the Porsche Communication Management (PCM) features higher display resolution and additional digital functions and services such as improved Voice Pilot online

voice control, Risk Radar for road sign and hazard information, wireless Apple® CarPlay and further Connect services.

Topping and tailing the Panamera's hybrid offering, Porsche is also introducing a new Panamera 4 E-Hybrid. It complements the new Turbo S E-Hybrid and the Panamera 4S E-Hybrid, the latter forming part of the launch line-up for the recently revised Panamera range. The 136hp electric motor and 17.9kWh battery are fitted to all three hybrid variants. Likewise, the eight-speed dual-clutch transmission (PDK) into which the electric motor is integrated is standard across the hybrid range.

In the entry-level 4 E-Hybrid, that electric system is combined with a 330hp petrol V6 for a combined system power of 461hp. That's enough to

enable the sprint to 62mph in 4.4 seconds and a top speed of 174mph. The 4S E-Hybrid runs a 440hp version of the same V6 and cranks out a total power of 560hp. By the numbers, it hits 62mph in 3.7 seconds and the wall at 187mph. In other words, even the base hybrid model is now a very quick car and the rest of the range are absolute monsters.

All hybrid models are available in the Panamera's three body variants of sports saloon, Sport Turismo, and Executive long-wheelbase version (which is via special order only).

Pricing for the new Panamera 4 E-Hybrid kicks off at £83,720, while the Panamera Turbo S E-Hybrid starts at £140,130. The shooting brake-style Sport Turismo body adds a premium of around £2000.



PORSCHE PREPS 'SAFARI' 911

High-riding, rally-inspired and subject to rumour

Last month we reported on news of a Safari-spec 911 based on the Type-992 Carrera 4 S shown here and being developed by tuning outfit Delta4x4. Now a high-riding 911 prototype from Porsche itself has reportedly been seen testing on public roads in Germany.

Again based on the latest Type-992 911, the mule looks largely like a standard 992 Carrera save for foam wheel arch cladding and a raised ride height. For now details beyond the sighting of the prototype itself are sparse. However, back in 2018 Detlev von Platen, Member of Porsche's Executive Board for Sales and Marketing told the Indian edition of *Autocar* magazine, "the 911 is the centre point for all design at Porsche and you will see its influence in other vehicles. But taking the 911 and making an SUV out of it? Taking it higher? That could be a good idea, and of course it – a 911 on stilts – won't be a model range but it will be a limited, very niche product."

Moreover, jacked-up 911s have been a thing since Porsche went rallying with

911-derived competition cars back in the 1970s and 1980s. Arguably, the peak of this period for Porsche came in 1984 and 1986 with victories in the Paris–Dakar Rally for the 953 and 959, respectively. More recently, a number of Type-997 911 GT3s have been campaigned by privateer teams and Porsche briefly considered producing a customer Cayman GT4 in rally specification.

But if Porsche is considering a series production car, it's more likely the increasing popularity of road-going 'Safari' themed cars from various tuning outfits that has provided the motivation. Along with the Delta4x4 car shown here, recent ruggedised 911s include the fabulous Ruf Rodeo. Just like the Ruf CTR on which it's based, the core of the Rodeo looks like a modernised and decluttered 964, to which some rugged off-road extras have been fitted. But the Rodeo is in fact built on Ruf's own bespoke carbon-fibre chassis with a similarly composite body that just happens to look an awful lot like a 911. Power comes from the same 4.0-

litre, 500hp atmospheric flat six as the Ruf SCR.

Then there's the Gemballa Avalanche 4x4. In typical Gemballa style, the starting point for this monster is the 911 Turbo, with engine options extending all the way to 1000hp. Meanwhile, tuning houses such as Tuthill in the UK and Keen Project in the US have carved out sidelines in Safari-style projects based on air-cooled 911s.

Tuthill's projects include bonafide race cars, with multiple wins in events like the Safari Classic Rally, a gruelling race covering around 3000 brutal miles across remote Africa. As for Keen Project, it started when racer Leh Keen gave his 1981 911SC a four-inch lift, custom dampers, shorter gearing and a set of beefy off-road tyres. So far, Keen has built around 20 such cars for customers, with another 20 or so said to be in the pipeline. While numbers like that aren't huge by Porsche standards, they may be enough to convince head office there's a bob or three to be made with an off-road 911 offering.

Porsche's 'Safari' style 911 has been spotted testing on public roads in Germany

OUR TAKE

PUTTING THE PANDEMIC INTO A PORSCHE PERSPECTIVE

Porsche's sales are down five percent this year. That's actually pretty surprising, by which we mean it's surprising sales slipped so little, what with the factory shutdown and much of the developed world going into lockdown for months.

While the future remains uncertain, Porsche's remarkable resilience in 2020 is also a reminder of just how close it came to the brink in the early '90s. If roughly 195,000 cars in the first nine months of 2020 is a step backwards, what about around 12,500 sales in 1993? Scary. Indeed, it's easy to forget, what with Porsche's crushing dominance of the premium sports car market of late, just how close it came to the brink. As worrisome as the world feels in 2020, things for Porsche were far worse 25 years ago or so.

There could, arguably, be a broader tale in there somewhere, a cause for optimism in a pretty depressing period, if you will. As grim as things are, in other words, not only Porsche but the world is generally a much wealthier and happier place today than 25 years ago. As a for instance, according to the World Bank, the number of people living in extreme poverty has plummeted from around 1.9

billion worldwide at the beginning of the '90s to something under 700 million by the late 2010s. And that despite the overall population growing from about five billion to 7.5 billion.

The pandemic will certainly see that progress reversed. But far from entirely and only temporarily. None of which is to dismiss individual tragedies or equate the sales of luxury sports cars to poverty or worse. That isn't the point. Instead, the point is simply to strike a note of optimism in these tough times. To recognise things are bad, but they've been worse, far worse. And they will get better.



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PRE-EURO 4 PORSCHE AWARDED WITH LONDON ULEZ EXEMPTIONS

996 owners extract updated figures from Porsche

Some owners of early Type-996 911 models have convinced Transport for London to exempt their cars from London's ULEZ or Ultra Low Emission Zone. It's thought all 996 – and by implication 986 – models could be eligible for exemption. Earlier Porsches, such as the 993 911, may also prove eligible.

By default, petrol-powered cars must be certified as compliant with the Euro 4 emission standard to avoid charges when entering London's Ultra Low Emission Zone. For the record, diesel cars must meet the more recent Euro 6 standard. The zone operates 24 hours a day, seven days a week and year-round save for Christmas Day and currently covers the same geographical area of central London as the Congestion Charge. From 25 October 2021, ULEZ is expanding to create a single, larger zone up to the North Circular Road (A406) and South Circular Road (A205). The North and South Circular roads themselves will not be in the zone.

The Euro 4 standard was a requirement for the sale of a new car in the UK from 2005, though some cars were certified as early as 2002. Consequently, Euro 4 entirely predates the first-generation 996, which went on sale in 1998. Second generation 996 and 986 models, introduced in 2002, are already at least largely and perhaps entirely exempt from ULEZ charges.

Although cars are automatically classified by their Euro status for ULEZ charges, exemption for petrol cars ultimately hinges on NOx output and a maximum permissible level of 0.08g/km. When presented with proof that a car meets the NOx limit, vehicle owners have found Transport for London will indeed issue exemption. Thus, a number of enterprising 996 3.4 Carrera owners applied to Porsche for 'Certificates of Conformity' in order to demonstrate their cars were compliant.

Porsche's initial response pegged the 3.4 Carrera's NOx output at 0.187g/km, over double the allowed limit. However, anomalies in the data provided by Porsche implied the figures could be in error. Reportedly, Porsche GB then queried the figures with head office, resulting in new paperwork from Germany and a final figure of 0.055g/km, well under the ULEZ limit and good enough for Transport for London to begin doling out exemptions. Very likely, all 996 3.4 models are capable of qualifying for ULEZ exemption. Likewise, it should be possible to achieve exemption for all first generation 986 Boxsters, though we've yet to see any reports

concerning this model.

It's worth noting in all this that indirect injection catalysed petrol motors, as found in the 996, are the cleanest of all combustion engines when it comes to local air quality. While direct injection technology marginally improves CO2 output, it's not an outright win for all emissions. In fact, by some measures and especially those relevant to local air quality as opposed to global atmospheric conditions, direct injection actually emits higher levels of pollutants.

For example, indirect injection catalysed petrol engines emit essentially zero particulates and would pass even the most stringent current and planned emissions standards for particulates. However, modern direct injection petrol engines emit sufficiently high levels of particulates to require the fitment of particulate filters in order to pass the latest emissions standards. It's a classic example of the unintended consequences of the narrow focus, in recent years, on CO2 emissions above all else.

In any case, given the inherently low emissions of indirect injection catalysed engines, it may well be even earlier Porsche models that came before the 996 but after the rolling 40-year cut-off for the London ULEZ, including the 993 Carrera, may also be candidates for exemption. Moreover, with London often setting the tone for other local authorities around the UK, achieving exemption from the London ULEZ may well have broader implications in terms of accessing city and town centres without attracting charges and fees. Watch, as they say, this space.

In the meantime, our advice to owners of cars that may be eligible for exemption is to start by contacting Porsche GB and request their Certificate of Conformity. According to Transport for London, the process for applying for exemption begins with registering a London Road User Charging account at tfl.gov.uk. You can then upload documents proving that your vehicle meets the required emissions standards, which include a copy of the vehicle's V5C or non-UK equivalent and either a letter from the vehicle manufacturer's homologation department stating the vehicle's Euro standard or the aforementioned conformity certificate.

There are reports of some manufacturers charging as much as £120 for documentation. However, our understanding is that Porsche is currently providing the relevant paperwork for free. For now, at least. Good luck!

If you're a London based 996 owner then you're in ULEZ luck, thanks to the efforts of a group of 996 owners who have worked with Porsche to certificate the 996's 3.4-litre and 3.6-litre flat-six as compliant

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PORSCHE RELEASES 'NEW' AIR-COOLED CRANKCASES

Available for air-cooled 911s from 1984 onwards

Porsche has begun manufacturing essentially brand new crankcases for period 911s. But you'll have to be quick. Reports suggest just 100 units are being made available.

Three versions of the crankcase are available. The first is suitable for any 911 3.2 Carrera or 911 Turbo model made between 1984 and 1989. Next up is a variant of the same basic case but compatible with the 964 Turbo, circa 1991 to 1992. The final iteration slots into both the 964 and 993 Carrera models, along with the 964 Turbo 3.6 and the 993 Turbo.

As for the whys and wherefores regarding the timing of this release and the limited numbers, it turns out Porsche had a small supply of unmachined crankcase blanks languishing in storage. Porsche's Classic department fancied milling them into serviceable components, but the requisite plans to do so had been rendered illegible due to age.

Enter Porsche Historic Motorsports. It recently began knocking out new crankcases for the 962 Group C car from scratch. At which point some bright spark realised the 962 and the 911 crankcases were almost identical. Thus the process used on the 962 cases could and duly is

being applied to the lot of old case blanks that have been gathering dust for decades.

As for pricing and availability, this is where things get a little complicated. Well, the availability bit is certainly unclear. US pricing for one of these new cases is reportedly \$7978.85. We spoke with Porsche Centre Swindon, one of the UK's handful of Centres with special Porsche Classic status and discovered that pricing in old money is pegged at £5566.78 inclusive of VAT. In the broad scheme of Porsche parts pricing and given the rare and unusual nature of these particular parts, that's really not too bad.

Swindon also confirmed the part numbers in question are 93010100322, 93010100321 and 99310100510. However, as we went to press Porsche's systems were showing no availability. It wasn't clear if this was because the cases had yet to be released or if all 100 have already been snapped up. If you're interested in finding out if any this likely never-to-be-repeated run of cases is still available, we suggest you contact Porsche Classic Swindon on 01793 429133.

PORSCHE SALES DROP FIVE PERCENT IN PANDEMIC

But 911 sales are actually up...

In the first three quarters of 2020 Porsche delivered 191,547 vehicles to customers worldwide. Compared to the same period in the previous year, this represents an overall reduction of five percent.

"Porsche is demonstrating resilience in the face of the coronavirus crisis. Thanks to a fresh, updated product portfolio, we have been able to keep the decline in deliveries to a moderate level," says Detlev von Platen, Member of the Executive Board for Sales and Marketing at Porsche. "The Chinese market has recovered quickly after the lockdown. Demand in other markets is also showing significant growth once again, all of which has contributed to achieving this result," Detlev von Platen says.

China remains the largest single market for Porsche in terms of volume, accounting for now fewer than 62,823 vehicle sales from January through September. Porsche reckons positive trends are also evident in Asia-Pacific, Africa and the Middle East as a whole. With a grand total of 87,030 vehicle deliveries, Porsche achieved a slight increase of one percent, year-on-year. Traditional markets didn't fare so well. Customers in the US received 39,734 vehicles, a 12 percent drop. In Europe, meanwhile, Porsche delivered 55,483 cars between January and September, which translates into a nine percent contraction compared with 2019.

In terms of models, the Cayenne continued to top the sales tables. Porsche found homes for 64,299 units in the first nine months of 2020. In fact, the popularity of the Coupé variant of the Cayenne saw an increase in sales of four percent compared to the previous year. What's more, in part thanks to the release of a brand new model the iconic Porsche 911 was especially popular with deliveries of 25,400 units, one percent more than in the previous year. Admittedly, Porsche would normally expect

a much larger sales bump with the introduction of a new 911.

As for the Macan, that notched up 55,124 vehicle deliveries. But what of Porsche's brave new all-electric model. In the first three quarters, 10,944 customers worldwide received their Taycans. "Porsche was not spared the effects of the coronavirus crisis. However, we look to the future with optimism – in particular thanks to our convincing product range and a continued increase in new orders," says Detlev von Platen.

To put all this into context, you only have to go back to 2014 to find a year when Porsche sold fewer units in an entire year than it managed in the first three quarters of 2020. In 2014, Porsche recorded 189,849 sales for the year. Given the huge impact the pandemic has had on many industries, Porsche seems to be bearing up remarkably well.



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PRODUCT

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The tempting trinkets that enhance Porsche ownership

BUTTON UP

Quite how Porsche imagined the soft, fragile, rubberised coating used on the aircon control rockers in early 997 and 987 models was a goer will forever remain one of the universe's great mysteries. Happily, there is a solution to the hideous, gooey, unsightly mess those buttons inevitably become. Enter our chums at Heritage Parts Centre. These direct-fit replacement items look just like the originals (in new condition) but are finished in a harder wearing material, so they should last longer than the painfully short-lived factory switches. Perfect for solving what so often lets down a first generation 997 or 987 interior. The switches cost £79.95 including VAT from heritagepartscentre.com. Fitting can be done DIY in a few hours.



SEE THE LIGHT

Ancient versus modern. It's a conundrum for the ages and the answer, when it comes to Porsches, often comes down to a question of character versus capability. However, if there is a limit to that line of thinking, it surely doesn't extend to headlights. There's nothing 'characterful' about not being able to see the road ahead. Put another way, there really is no downside to Rennline's LED headlight upgrades for aircooled 911s. Available in a range of styles, from modernist clear lenses to fluted covers retaining a period look, these headlights crank out 6400 lumens of clean, white light. Prices start at \$995 or around £750 plus taxes and shipping for the pair from rennline.com. Fitting is said to be plug and play and options include chrome or black reflectors and a halo or angel eye for a cutting-edge look.



WINTER IS COMING

Speaking of odd and annoying design flaws on modern Porsches, one of the more infuriating involves the front radiator intakes on pretty much all mainstream Porsche sports cars in the water-cooled era. The factory grilles are awfully open and allow all manner of detritus and projectiles to pass through. In the short term, that can mean immediate damage to radiators and aircon condensers from stones. Further out, the build up of crud can cause said same to rot. Rennline's solution, in this case for the Type-991 911 but available for most models, are fitted mesh inserts that sit behind the standard grilles and provide much better protection while allowing sufficient airflow for cooling. Prices start at \$300 or £230 plus taxes and shipping from www.rennline.com.





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SINGER STYLE

Singer's 'reimagined' 911 restomods have a lot to answer for. They've single handedly created not just a new design aesthetic but also a mini industry of lookalikes. Of course, with prices north of £500,000, that's hardly a surprise. Whatever, one of the more widely admired Singer design flourishes is the cleaner, crisper centre console and shift boot solution. If you're a fan, Stuttgart Classica would be only too happy to furnish you with this Singer-style console and boot. The kit comes with a new rubber shift boot and shift cup and is supplied in plain black gel coat and ready to be professionally painted or trimmed. The original shift rod does not require any modification, thus this is a 100 per cent reversible upgrade. Yours for £495.00 plus VAT from stuttgart-classica.co.uk.



ADD A TOUCH OF FLARE

Everybody loves a widebody 911, especially if it's air-cooled. Assuming, that is, it's done right. Shonky arch flares are not a good look. Enter our chums Jason and Will from Stuttgart Classica, based in Moreton-in-Marsh, Gloucestershire. They've cooked up these new early Turbo arch flares designed to fit any air-cooled 911 up to and including the 964. CAD-designed to exactly and evenly replicate the dimensions side-to-side, the arches are hammer formed on Stuttgart Classica's new CNC jig fixtures. Prices start at a surprisingly reasonable £395.00 plus VAT for the pair. That price even includes UK shipping. Worldwide shipping is also available. Find out more and place your order via the website at stuttgart-classica.co.uk.



SHIELDS UP

Jason Eaton and Will Chappell met at university studying race engineering. Both bitten by the air-cooled 911 bug, the pair started out making spare parts for their own air-cooled 911 builds. Selling a few on the side helped make the endeavour economical. What began as a hobby has duly become the bona fide business that is Stuttgart Classica. The pair now sell a huge range of parts and these titanium rocker cover shields typify the more detailed and esoteric end of their spectrum of offerings. The shields reflect heat away from the rocker covers, reducing oil temps and preventing oil seal degradation. Sold as a pair, the shields are priced at £295.00 plus VAT for all three parts, including UK shipping. Worldwide shipping is also available from stuttgart-classica.co.uk.



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RENNSPORT RECREATION

If there's a leaner, meaner Rennsport 911 than the 964 RS, we'd like to know what it is. Pilloried back in the day for being too hardcore for road use before being relegated to also-ran status with prices to match, the 964 RS now has a sufficient fanbase to command mega money. For some, it's also the perfect antidote to the overcomplication of modern sports cars while also benefiting from up-to-date engineering and niceties that make moderns so much more usable, such as computer controlled ignition. Whether you already own one or just dare to dream, you'll enjoy this delicious 1:18 scale model. Created by GT Spirit and offered by Selection RS, it's limited to 999 copies and yours for 109.95 euros, or roughly £100 in old money from www.selectionrs.com.



NICE RACK

The practical supercar. Such has been the 911's sobriquet since, well, forever. Central to that has always been the 911's unusual combination of two-plus-two seating and surprising luggage capacity in an incredibly compact package. Of course, even the 911 cannot defeat the laws of physics, space and time. Which is where the Roof Transport System comes in. It's been available for many modern Porsche sports cars, and now a variant engineered for the latest Type-992 911 has been released, ensuring Porsche's latest arse-engined slot car continues to carry the practicality torch. The System entails a pair of plug-in rails, to which a range of boxes and mounts can be fitted. Available now for a remarkably reasonable £368 including VAT from www.porsche.com.



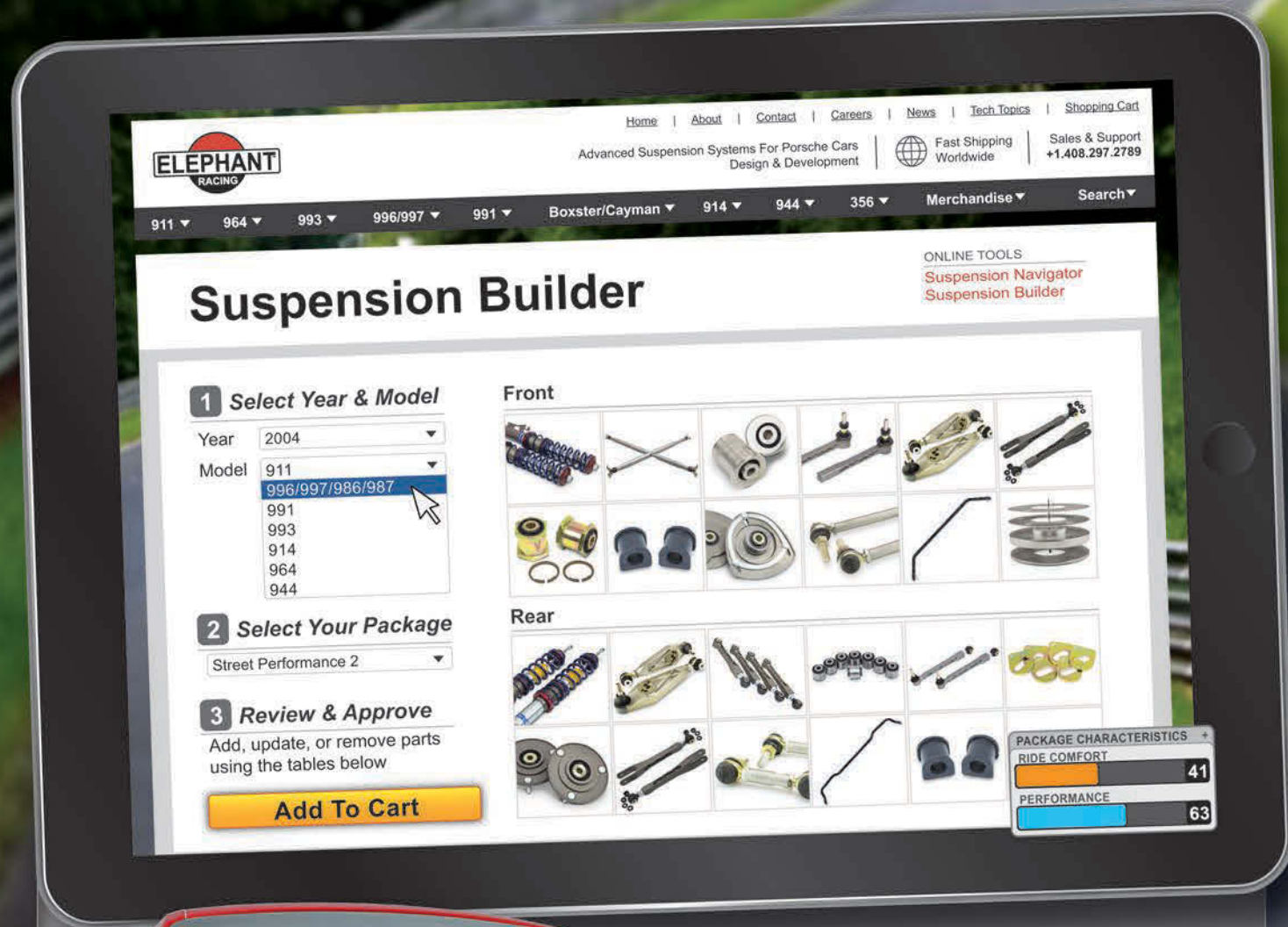
TWO-IN-ONE

Keep warm but look frosty with this official Porsche product. Described as a sporty multi-purpose jacket with a removable vest, highlights include the red lining and two patch pockets as well as zip, hip and inside breast pockets. Not to mention the black Porsche crest made of silicone on the upper left sleeve. However, the showbiz bit is the included fully reversible vest. It can be worn in under-the-radar black or really rather red, the latter option made even more eye catching with the bold 'Porsche' script on the rear. What's more, the vest can be stowed in its own pocket, making it very easy to transport. Materials-wise, the jacket itself is made of 100 per cent polyamide, while the vest is nylon. Normally priced at £400 from Porsche, it's yours for just 299 euros or £270 from www.selectionrs.com.



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THE USUAL SUSPECTS

After 15-years at the wheel of *911&PW*, Bennett is off. So indulge him if you will, one last time. He seems to think he's got something worth saying, the poor fool

RAMBLING ON, AND ON...

It's my last issue and I'll wang on if I want to. For the tearful goodbye, see the usual driveline at the front of the mag, but because I can, I'm going to commandeer this column, too.

Unlike 'The Donald' (at the time of writing he's still POTUS and we go to the print on the day of the election) I don't entirely blame the Chinese, but there's no doubting this strange old year has had a bearing on my decision to leave the Ed's chair. That's the one that resides in my spare room. Even before all this funny business, I have been homeworking for the best part of 15-years. That's 15-years editing *911&PW*.

It's been a great job, immersed in the world of Porsche, but 15-years is too long and unlike 'The Donald' I don't want to be dragged out kicking and screaming, in my comfy, work from home leisure wear. Best to go under one's own steam.

An enforced, furloughed sabbatical was the first time since 1986 that that I haven't worked to a weekly or monthly deadline and I rather liked it. Add to that a change of ownership for the mag and the time seemed right. As of next month, *911&PW* will be under new management and I'm looking forward to going back to being a reader, which is how I started.

OK, I was a motoring journo too, but more immersed in the world of motorsport and modifying. Porsches were kind of off my radar, but I clearly recall the first copy of *911&PW* I bought, the Sept 2001 issue, enticed by the 911SC buyers' guide flagged up on the front cover.

I was Porsche curious, a couple of my mates had air-cooled 911s, as had my dad. My first car had been a Beetle, previous colleagues included Keith Seume, former editor of sister title *Classic Porsche*, plus Paul Davies, also a regular contributor to *911&PW*. Publisher, Nigel Fryatt, had been my boss on a previous title, and then, of course, there was *911&PW*'s founding father, Clive Househam, with whom I had shared the odd beer at shows such as Essen.

I popped my Porsche cherry with a leggy 944 and then augmented it with a lovely Carrera 3.2, a left hooker, from Paul Stephens. Bizarre as it seems now, the 3.2 was really a shoo in for a 996. I couldn't afford a 996, and air-cooled was cheap as chips, back in the early 2000s. Both the 944 and the 3.2 came in at about £15,000 combined. The 944 was my daily smoker, the

Carrera my Sunday best. Those were the days.

When former *911&PW* editor and current Porsche tech guru, Chris Horton, decided he'd had enough of the deadline grind, my Porsche/journalist owning credentials helped get me get the gig in late 2005. That said, it's not unusual for a motoring journalist to put money where mouth is and buy a Porsche, or even two. It's where most of us gravitate.

It's been quite a ride since then, and even without the current weirdness, the media world has changed quite considerably, accelerated by the smartphone/Twitter/Facebook era and the bloggers, vloggers, influencers and bullshitters. It's no secret that I have little time for any of it. That magazines are still here at all is something of a miracle, even if they appeal only to an ever-ageing demographic.

The Porsche landscape has changed, too. Back in 2005/2006 the model range ran to the 911 (of course), Boxster/Cayman and Cayenne. New models started arriving thick and fast, fuelled by a new world order. Porsche had been almost visionary with the Cayenne, and it was inevitable that the Panamera would follow, along with the smaller Macan SUV. We tried to keep up, but then gave up, when it became clear that *911&PW*'s enthusiast readership couldn't really care less about the non-sports car range, even if, as Porsche likes to point out, it is these cars that bring home the bacon on which the sports car range is financed.

Talking of which, I arrived at *911&PW* not long after the launch of the 997 gen 911 and the 987 gen of Boxster and Cayman, and for me both are the sweet spot of the modern Porsche era, perfect in size, weight and performance. And in the case of the 997, still with that distinct 911 vibe to it.

Like any proper motoring journo, with a Porsche penchant, I will stand by and advocate the theory that the best 911 is the basic one, so a Carrera 2 with a manual gearbox obvs. But if push comes to shove, my favourite modern 911 is the 997 GT3 RS gen 1, closely followed by the 997 Sport Classic. Not for reasons of power or desirability, but for sheer, sublime handling and ability to deal with typical UK roads. Both are 911s that you can settle into, relax and drive hard, with utter confidence and reward. The inspiration for my own 996 C2 build came from those two cars.



STEVE BENNETT
Editor,
911 & Porsche World



Left to right: First 944 was owned twice, seen here with a visitor from Hethel. Carrera 3.2 was a delight. Bennett bravely took it to the 'Ring! A 968 Club Sport was a brief dalliance. Early 944 as good as it looks. Black 944S lacked torque. Boxster in background a test car, and those 151n Fuchs Bennett sold on eBay for £550. Idiot! Yet another 944, with Bennett senior's Cayman R

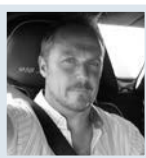
Say what you like about them, but *911 & Porsche* World's elite squad of journalists and Porscheophiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages' worth



DAN TRENT



STEVE BENNETT



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Porsches according to Bennett: 997 GT3 RS gen 1 and 997 Sport Classic are the sweetspot of Porsche performance, handling and ability to tackle UK's unique roads. The 2.7 RS is everything it's cracked up to be and more. The 991, was/is a major disappointment. The 981 Boxster/Cayman is the true Porsche sportscar of the current range. Porsche should take a leaf from the Alpine book and build a new lightweight...

Biggest disappointment? The 991 gen of 911, a 911 devoid of 911 feel and charisma. It took a while for the penny to drop, or should I say a while before I was prepared to accept and call it for what it was. Particularly disappointing – in view of the above statement – was the base C2, with its feeble 3.4-litre engine, which just didn't have the guts to drive the eco mandated tall gearing in either PDK or seven-speed manual form, the latter also being Porsche's most dismal manual offering.

And then came the gen 2 turbos, which solved the torque issue, with power everywhere, but just made the 911 feel bloated and fat. Which it was. Still is, given that the 992 is just a development of the 991. Having said that, Porsche's engineers have managed to reanimate the chassis somewhat, so that some of the old 911 swagger is back. It's still too big and too heavy and that will never change. Oh, and don't get me started on touch screens, electronic nick-nackery, infotainment bollocks and, above all, hateful electric handbrakes...

It's not all bad. The real sportscars in the range are the 981 gen of Boxsters and Caymans, which Porsche has seen fit to unleash with ever more powerful engines, GT and GTS models and the return of the flat-six. That said, I didn't mind the gutsy turbo flat-fours...

And the classics? Well, the Carrera 2.7 RS really does deserve its iconic status as a thing of rare balance and performance. I've been lucky enough to drive a few and a good one really does dance in a way that modern cars don't any more. But the great thing is, any decent, well sorted air-cooled 911 can deliver 90% of that RS DNA, more if you're prepared or want to

go down the retro route.

There's too many others to list here, but the fact that I've had many more 944s than 911s says something perhaps and likewise, the 968 shouldn't be left out in the cold. A more balanced/handling car you would be hard pushed to find. Indeed, it is the conceptual antithesis of the 911, but then it's Porsche's sheer bloody mindedness with the rear engine concept that is part of the charm.

But it hasn't just been about the cars. Perhaps one of the most astonishing things *911&PW* witnessed, was the rise and fall of Porsche and the Wendelin Wiedeking era. Hubris barely covers it and if one day a 'Succession' style TV drama is made of Wiedeking's power struggle, with Ferdinand Piech and Family von Porsche, and his audacious attempt to take over Volkswagen, I would happily binge on the box set. Wiedeking may have lost, but his £86m pay off probably eased the pain somewhat.

Anything else? Well I'm sure I could wibble on, but I know when to shut up. It's been a fun 15-years at the *911&PW* coalface. Turning an interest into a job is always a double-edged sword and I'm looking forward to going back to being a keen reader with a passion for Porsches.

There is one heartfelt wish, though. Porsche, if you're reading, then please take a leaf from the Renault Alpine book and build a proper, small, lightweight, affordable sportscar again. The time is right. The market, I'm sure, is there. Even if it just washes its face, as the world's most profitable car company, you can afford it. Go on, give something back.

GOODBYE BRUNTINGTHORPE

You might have noticed the 'Last Road Trip' theme to this issue. Well, *my* last road trip at least. I know, it's all about me...

The journey starts at the Longcross test track – oft referred to as Chobham – in Surrey. We've been using the place for years, as has the film and TV industry and McLaren.

There was another test track that we were planning on dropping into, also well used over the years, that being Bruntingthorpe (Bruntingthorpe Proving Ground, to give it its full title) in Leicestershire. Or Brunters, as it was/is more widely known in this game. Primarily, we would dash in, knock off a quick 200mph in 911 HUL and then be on our way, because that's exactly what you can do at Brunters. Or you could, because now it's been sold to a car storage outfit. Funnily enough, a similar fate has befallen Rockingham race track.

Bruntingthorpe's two-mile runway, built to launch and land

Cold War nuclear bombers, was one of the few places in the land that you could fully max a car in safety. Well kind of safety. The surface is these days a bit sketchy and, if anything went wrong, you could easily hit a parked aircraft of, say, the Boeing 747 variety, which was something of a Brunters landmark.

Booking the facility was the matter of a phone call and then signing in with security on arrival. Then you had the run of the place, with zero interference, save for the odd communication via hand held radio, with the very Brummie accented gatekeeper. The site is also home to the last operational Victor long range bomber, and one afternoon running was curtailed while it did a high-speed taxi run up the runaway. For devout speed freaks, it was a special moment for all present.

I have done 200mph at Brunters, in a 9 Excellence 996 Turbo, with about 800bhp. It did it from a standing start, too.

Good that it had brakes to match, unlike a massively modded BBR Sierra Sapphire Cosworth, that I was passenger in, as a BBR bod tried for 180mph, sometime in the early '90s. We ran out of runway and had to take to the grass banking at the end, to scrub off speed. That's the same banking that a 9ff GT9R launched itself off when its brakes failed at 220mph, during a Vmax event. Fortunately, 9ff's Jan Fatthauer and accomplice weren't damaged, unlike the GT9R.

With Brunters out of action, I pondered where else we could go to drop in and max out 911 HUL. Elvington in Yorkshire

seemed the obvious alternative, until the tragic and untimely death of speedfreak, Zef Eisenberg, at Elvington in early Oct, attempting to break a British speed record in a highly tuned 911 Turbo. Very quickly, going fast didn't seem important at all.

Still, we will miss Brunters as a facility. It wasn't all about straightline speed. There was a perimeter track too, useful for handling and braking, plus it was just as useful for getting off the public road. Brunters had its own unique airfield, bloody cold most of the time, micro climate, but ultimately, this slightly unhinged, anything goes place, will be missed.



Ruf and tough foursome about to blast off down Bruntingthorpe's two-mile straight

FULLY CHARGED

I can't remember whether I've mentioned it or not, but this is my last issue of *911&PW*. As such, there is a fairly big box that I needed to tick. That being some decent seat time in a Taycan. Well, it's now or maybe never. I know there are some who feel that the Taycan's claim to coverage in *911&PW* is as deserving as the Macan, Cayenne or Panamera, but given that – rightly or wrongly – electric is the future, then I disagree. That's why we've (or I've) gone big on Taycan drives from the start, with Porsche's usual drip-feed policy of passenger rides, to international and then UK launch, we've been there. Well, others have been there, like my colleague Andrew Frankel, but that's the way it works these days, with drives rationed to the few, to be supplied to multiple media outlets. But that's fine, because my points of reference are non-existent, whereas Andrew has driven the full gamut of rivals. His opinion counts. Mine? Not so much.

Our chums at Porsche HQ were happy to oblige, possibly on the basis that they wouldn't be hearing from me again, and three days' seat time was granted to coincide with a trip that I had to visit my folks in Yorkshire. A proper 500-mile round trip from my East Anglian outpost, with a built-in charging challenge. But then the allocated test car was damaged and the trip curtailed and when new dates were approved, it couldn't be resurrected.

On that basis, I decided to stay put and use the Taycan for some local joy-riding, and let a few of my chums join in too, with me as chauffeur. Few of my mates are car mad, but they're certainly car interested, and reasonably genned up on all things Tesla. Amazingly, though, none of them had heard of the Taycan and couldn't get their heads around the concept. 'It's like a Tesla S,' I said, 'but lower and much more futuristic.' Which it is/was parked on my drive. Porsche has made the most of the low-slung motors and batteries.

I must confess to being extremely excited. Nervous, even, at the level of potential tech, but then pleased to discover that switching it on was no more complicated than booting up my Mac. The clue to start-up is the on/off switch! A separate button for the handbrake and a toggle to go backwards and forwards.

This was my first all-electric experience, although I have obvs driven Porsche hybrid models in electric only mode, but none of those over the years are in any way comparable to the Taycan, a

Turbo model in this instance, with the potential of 680bhp in overboost mode and 850Nm of torque.

Of course, the numbers are mighty, but then this is the willy wagging pinnacle of electric car development. Porsche knew that it had to put upstart Tesla back in its box. Nothing else would do. And shut up a few evangelical Tesla owners, too. If you've ever been stuck with one of those at a party, then you'll know.

So, what can I add to the torrent of Taycan opinion? Well, once you've got over the whole lack of noise thing, what strikes is that, despite being entirely fly-by-wire in all its functions, it feels remarkably natural. The interplay between the two motors, the power being fed to and from the batteries, during braking and de-acceleration, the braking itself and even the steering. It all feels really quite normal and despite a lot going on under the surface, the overall experience is really quite relaxing. The air suspension only adds to that illusion.

In some respects it's a shame I didn't get to do the big journey, but then at least this doesn't become a column about charging issues, because there would have been some, given the scarcity of superchargers that the Taycan really needs for its vital volts.

Despite weighing in at a substantial (!) 2305kg, the low centre of gravity makes for surprisingly flat and wieldy handling, helped, of course, by PASM and PDCC.

And what of the speed of the thing? Well, I confess to giving it the full four-up demo on multiple occasions, such was the demand for a quick 'whizz round the block.' And it doesn't disappoint, with reactions ranging from "do that again, and again," to "please don't do that again, I might be sick..." It is perhaps the lack of noise, save for an ethereal whine, that confuses the brain. The horizon is approaching at a rate that's hard to compute, yet there is near silence and you're cosseted in comfort and luxury. It's a private jet on four wheels.

A luxu-futuristic four-seater is one thing, a Porsche electric sports car will be quite another. It will be impressive from a performance point of view, no doubt. You can't beat the instant torque of an electric motor, but it will never have the soul and the flexibility of a petrol engine, let alone one of a flat-six layout.

Time for the motoring journo dinosaur to say goodbye. Over to you Schmee and Supercar Blondie... **PW**



Left: Making the most of the perks. Taycan on a three day visit, with high demand for the passenger seat as Stevo explains to Bazzo the Taycan's vital functions



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FRANKEL

In his final column for *911&PW*, Andrew Frankel ponders the 911's defining rear-engine location and its benefits thus. What else makes a 911? Its everyday useability makes it the answer for nearly all journeys, which must be why our man is pondering another 911 purchase. One to keep, this time



ANDREW FRANKEL
The Porscheophile

THE 911: ALL FOR ONE AND ONE FOR ALL

I wonder if you ever spend time trying to figure out why certain things mean something to you? I, for instance, have a thing for mechanical wristwatches. Why? If they'd come after rather than before battery watches, they'd have never got built because the business plan would involve charging vastly more money for a product that does its job – telling the time – incomparably less well. No one would have thought the people would just love the idea of having all that exquisite engineering buried inside a steel encasement wrapped around their wrist.

Likewise if Porsche were a company with no previous experience and decided to design a brand new 2+2 sports car today, I'd bet you all the beer in Stuttgart they'd not put the engine in the boot. On paper it's a stupid place to put a motor, particularly of a high-performance car, not least because it creates all sorts of challenges for chassis engineers because the overlaid back will always be trying to overtake the front and the brakes will want to lock prematurely, especially in the wet.

The engine is in the rear of the 911 because it evolved that way. And it evolved that way because deep down in its DNA you'll find strands of VW Beetle and the engine went in the back of the Beetle because it was simpler, lighter and cheaper to put it next to the wheels it would drive. It couldn't drive the front wheels because it was designed before the war and figuring out how to direct the power through wheels that also did the steering without one corrupting the other was

a conundrum that was not fully resolved until the 1950s. That's why so many cheap cars of the era from the Renault 4CV and Fiat 500 to the Hillman Imp followed that layout.

Yet the truth is, the rear engine location of the 911 is probably its single most notable calling card, the one thing common to every car of that shape since the 901 was launched in 1963. Most had six cylinders, but in the early days quite a few had four. All the early cars were cooled by air, later ones by water, some had turbo motors, others not. But whatever the engine, its cylinder count, means of induction or cooling, it has always resided outside the wheelbase, behind the rear wheels.

And it turns out that in practice rather than theory, putting the engine there was not such a dumb idea after all. It allowed rear seats to be incorporated within the design without the need to extend the wheelbase and ruin the car's agility. The motor was easy to access (at least in the early days, I'd not know where to begin today) and it provided for a far more commodious and useful luggage area than that of most comparable rivals, albeit at the other end of the car. The heavy tail provided incredible traction which was key to the 911's competition success, while the light nose provided superb steering feel and, because it could be relatively softly sprung, even decent ride quality. But the real reason it was such a great idea – even if it wasn't planned that way – was because it created the longest lived, most iconic automotive sub-brand of them all.



Without a crystal ball, Porsche couldn't have known what it was starting back in 1963. As the 901 and then 911, it was just a new model, not the start of the world's most enduring sports car sub-brand

FOR ALL SEASONS AND ALL REASONS

But there's something else, less easy to describe yet no less important to that, that explains why Porsche in general and 911s in particular mean so much to me. It is that sense that its engineers, more than any other, understand me and what I want from a sporting car. When I drive a great 911, I sometimes feel it is almost as if they had had my ugly mug framed on the wall of the workshop when they designed it: make it like he wants it to be.

Because there is so much more to a great driver's car than just making it go fast. It's not even enough to make sure it handles really well, too. Indeed you could design a car that was beyond reproach in the way it got down the road or around the track and still not capture the essence that I want from a car. Because more than anything else, I want to be able to use it. The equation is simple yet so often forgotten and the amount of fun a car provides is only one side of it. It is only when you multiply that by the number of times it makes you want to drive it that a true measure of just how enjoyable a car is can be found. You can, for instance, buy an Ariel Atom, and as an occasional recreation there is probably nothing better on wheels. But you won't take it out when it's cold, or when it's raining, or when your journey is on anything other than brilliant roads or a race track. And for most of us most of the time, that's not too often.

Yet if you have a 911 you're not going to be put off by such trifles and that has always been the case. Throughout my early childhood and until my father nearly went bust in the crash of 1974, his daily driver was a 911. He could be going to work, taking us on

holiday or anything in between and we'd always take the 911. Because that's what 911s are for. They do everything and they never, ever break. Or at least that's been my experience.

A car's usability – if that's even a word – is its single most important yet most regularly under-rated talent. And while I might love the fact that the 911 is super rapid, sounds amazing, looks cool or handles like a dream, the truth is that what I love best about them is that unless you have to carry lots of people or loads of luggage, the answer for any journey is a 911, almost regardless of the question.



Porsche's own '60s marketing sums up the everyday, do it all appeal of the 911

911 CALLING, BUT WHICH ONE?

It is such thoughts that have turned my mind to 911 ownership once again. It has been a while and with good reason: because of the way I've lived my life, every Porsche I've ever owned has ended up making me feel guilty about not using it. The problem is Porsches are cars for doing distances, and if I have to do a distance, I invariably need to be in something else, namely the car I'm testing at the time. And yet while I am not the sort of person to spend his time looking backwards, of all the cars I ever sold, I miss my 2.7 RS replica the most.

This is perhaps odd given that I've also sold a 993 RS, but all I regret about that is the price at which I sold it, which I'm still too embarrassed about to own up to in print. By their current values I essentially gave it away. But the rep was something else. It wasn't even a particularly good example. Anyone who knew anything about these cars could tell it was a fake from its SC rear arches to its SC vents on the dash. When I got it, it even still has SC clocks on board but I soon changed their faces.

It was also somewhat leggy. When I bought it the car had covered at least 170,000 miles and probably far more, and by the time I sold it the mileage would have undoubtedly begun with a '2'. I thrashed the pants off it relentlessly, hurled it around many race tracks and generally used and abused it

and yet if anything ever went wrong with it, I've long since forgotten what it was. The car was indestructible. And running on Weber carbs topped with K&N filter packs and breathing through SSI pea-shooter exhausts, it sounded absolutely bloody wonderful, even if internally and so far as I was ever able to discover, the engine was absolutely standard.

And I will buy another 911, probably when this business has had enough of me and I'll actually have some time to drive it. But what would it be? I'd most want it to be a 991 GT3 Touring in dark grey with a manual gearbox and badges deleted, but I'll never be able to afford such a car. But I reckon a manual, rear drive 997 GTS coupe would have a lot of the same things going for it and be slightly more within reach.

Failing that I think I'd just revert to first principles and go for the best version of the original 911 that I could afford. Which means an air-cooled motor and, yes, probably a 993. Of course it too would be a manual rear drive coupe and I believe the earlier pre-Varioram cars are the ones to have. Of course what I should do is buy one now when the market is depressed and spirit it away until I have the time to drive it, but that's not what Porsches are for. Porsches are for driving, so I will keep out of the market until I have the time to enjoy one for the purpose for which it was designed.




One that got away. Frankel laments letting his RS lookalike go, and best not to mention the 993 RS...

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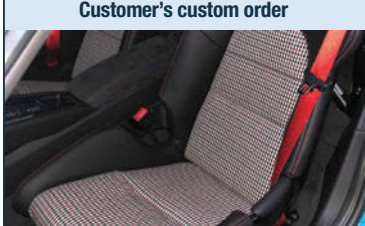
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DIAMOND GEEZER

Chris Lambourne is a self-confessed petrol head and this stunning Speed Yellow GT3 is the latest car to join his eclectic collection of high horsepower vehicles...

Words & Photography: Paul Knight

Having previously owned a 1968 911T and a blacked-out 964 Carrera 4, Potters Bar-based collector, Chris Lambourne currently owns a Macan GTS daily driver, a 991 Carrera T (1 of just 251 released in the UK) and this superb 2008 GT3, hence it's fair to say that he is no stranger to the Porsche brand. However, his automotive passion covers other German-built cars as he's owned more than his fair share of modified air-cooled VWs (more on this later) and is also a big fan of the Audi

RS range. Chris commented, 'I previously owned a tuned, 900+bhp Audi RS6 and have recently sold another tuned RS6 wagon, but I still have a 435bhp RS4 in yellow, which looks great parked alongside the GT3'.

Chatting with Chris as he walked us around his spotless 997 GT3, it was clear that this car was more than just a weekend toy...this GT3 was the realisation of a long-term dream – a bucket list achievement, if you like. He explained, 'The combination of raw power and the aggressive look of the second-generation 997.1 GT3 appealed

to me from the off and I promised myself I'd own one at some point in the future'. Fast-forward to 2019 and Chris found himself facing a dilemma. He went on, 'A good friend mentioned that he was considering selling his Speed Yellow GT3 and, with prices for 'the right cars' climbing all the time, it was almost a case of 'now or never', so I popped over to take a closer look'. Having previously drooled over the car, Chris knew it was very good but, before he could talk turkey, he wanted to get up close and personal with the dream machine. Chris told us, 'It was better

Man and machine:
Chris Lambourne
and his Speed
Yellow 997 GT3



than I'd remembered – in fact, it was hard to believe that this was an 11-year old car as it looked as good as new, if not better'.

Of course, the paperwork confirmed the car had been properly cared for and, with less than 15k miles on the odometer; it's fair to say that it was barely run in!

The icing on an already mouth-watering cake however is the fact that this particular car was ordered with some desirable options. These include PCCB (Porsche Ceramic Composite Brakes) and GT-style carbon fibre-shelled bucket seats – at £5800 and £3130 respectively).

A deal was struck and Chris vowed to keep the car in the manner to which it become accustomed to, i.e. dry stored and pampered. 'This one really is my fair-weather treat and I've covered around 400 miles since purchasing it last year'. Those miles include a trip to Goodwood where Chris entered a track day in order to get to know his GT3 in a sensible fashion. He explained, 'it really is a pleasure to drive on the road but on

“ It's a pleasure to drive on the road, but on track, it's clear these cars were built for motorsport ”

the track it's clear that these cars were built with motorsport in mind as it's a really competent performer'.

Looking at the stats of the 997.1 GT3, it's clear that it's a no-nonsense car and, given the aggressive styling achieved through the 'zero-lift' aerodynamics kit, it's a great looking vehicle, too. The GT3 is in essence an homologation special albeit set-up for road use, of course, and these cars run a more track-orientated version of Porsche's active PASM suspension system, which can be adjusted to suit driving styles or conditions. The 3.6-litre motor pumps out 415PS, which pushes the vehicle to 60mph in 4.1-seconds with a top speed listed at 193mph.

Incidentally, the GT3 is the first model in a four-car 'motorsport' line-up that also includes the GT3 RS, the GT3 Cup and GT3 RSR (the latter two being race cars rather than road cars) and a total of 1168 GT3s were built in total.

This particular example is 100% stock spec throughout and, for once, Chris has promised to keep it exactly that way. He explained, 'I have other cars to modify and play with but this one is perfect as it is hence I'm just going to keep it safe and enjoy it on the occasional sunny weekend.

Chris's 997 GT3 at Santa Pod, although to the best of our knowledge, he hasn't run it on the quarter-mile strip



Above: It may not look like much under the engine cover, but lurking in the depths is Porsche's legendary Mezger flat-six



MY OTHER CAR IS... A 570HP VOLKSWAGEN CAMPER

Photos: VolksWorld, Andy Saunders, Gwynn Clark

We mentioned earlier that Chris has owned a string of VWs, however there's one particular vehicle that deserves more than a passing mention and that's the 1961 Devon-converted Split screen Van, which he's owned for more than 25 years.

This Bus has been through more overhauls and rebuilds than Chris can even remember these days and, while he's probably sunk "house money" into it over the years, he's certainly had a lot more fun behind the wheel of his badass 570bhp bedroom on wheels than the typical owner of a semi-detached gaff in the 'burbs. Sure, you can eat, sleep and party in either, but you'll only ever look cool peering through the open front window of one of them. And you can't do a burnout in a bungalow...

Underneath the Van are a string of Porsche derived parts including Porsche hubs with 944 discs and 996 brake calipers up front and a Quaife-equipped Porsche 915 gearbox with 944 trailing arms and 964-derived brakes out back.

The mechanical side of this Bus has always been handled by Matt Keene of Aircraft in St Agnes, Cornwall (www.aircraft.com) and, over the years, he's upgraded practically every part of the running gear, often more than once. Matt also constructed the monster 2660cc Type 1 motor (yes, still a 4-cylinder VW unit), which is turbocharged and has pushed this full-weight Campervan over the Santa Pod quarter mile 'strip in 12-seconds. Incidentally, it's not a drag vehicle at all – Chris built it to be a Camper hence it'll happily drive to Cornwall and back should he fancy a weekend away.

The motor is fitted with a Holister HX40 turbo (as you might find on a Volvo lorry!) and fuel is supplied via a set of 1000cc injectors plus there's also a custom charge cooler set-up, with a remote water pump and radiator mounted beneath the Bus alongside dual oil coolers. Controlling the ignition and fuelling is a DTA S60 Pro ECU system, which is switchable between 'street' and 'race' modes. In hard numbers, that equates to 425bhp on regular pump fuel in street mode, but tank it up with 109-octane race fuel, up the boost to 18psi and it'll smash out 571bhp on race gas.

Lloyd Jackson at Deluxe Metalwork overhauled the body and Spike's Vintage Restorations applied the mile-deep black paint and, as you can see, it really is faultless throughout.

It truly is an amazing piece of kit and, having been fortunate enough to have experienced not just the raw acceleration, but the all-round package out on the street, I can vouch for the fact this is almost certainly the world's wildest street-driven Camper. Just the thing for the man with all the best toys, huh? **PW**

You can find out more about this Van in 911 & Porsche World's sister title, VolksWorld (October 2020 issue) <https://shop.kelsey.co.uk/issue/VWW>

Chris and his mad VW Camper, with mechanical maestro Matt Keene

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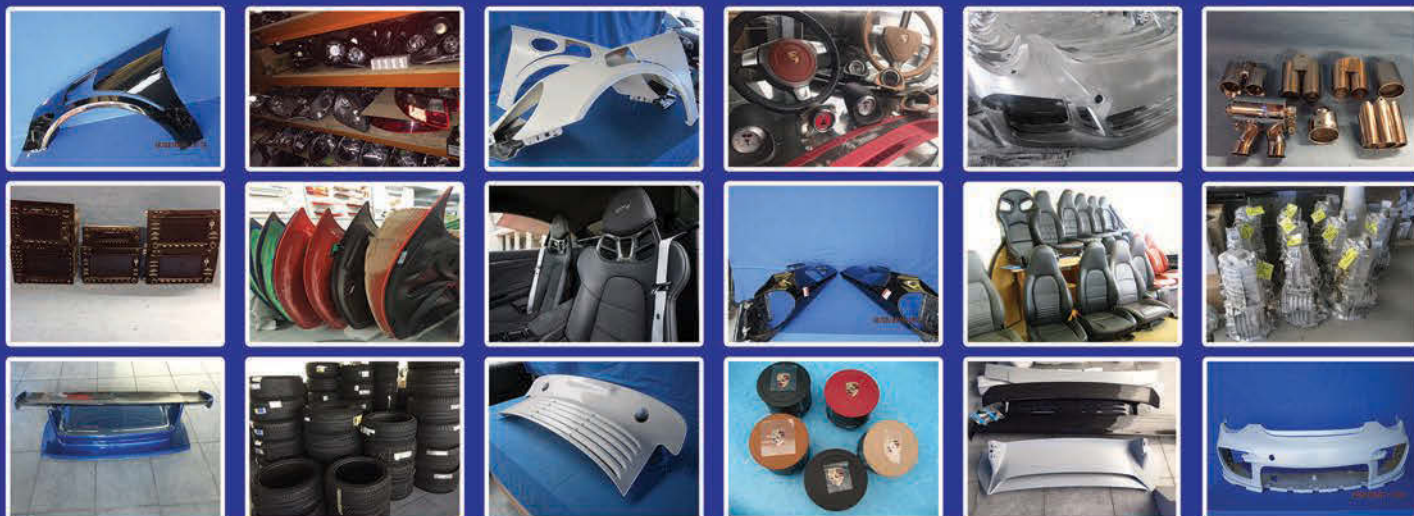
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BIT OF THIS & BITS OF THAT

A 911 is built to be used, and this well used, well known example, with patina and history, is a lesson in how to build a bespoke, parts bin or 'bitsa' Porsche. It's also a trip down memory lane for Bennett, revisiting his first *911&PW* feature car

Words: Steve Bennett

Photography: Antony Fraser







many of us aspired to own a 911, and made it happen with this very car.

And I would wager that many of us have justified a 911 or Porsche purchase in much the same way. I know I have. My first – a Carrera 3.2 – was my modest savings plan, with an equally modest interest rate. I kept it for six years and even made a bit of money on it. My 996 was the result of a bike smash insurance payout. I've recently cashed it in, with a bit of added profit. In both instances, I knew my 911s would see me right and right they did.

But, I kind of digress. I wasn't planning on making this story one of 911 buying justification, but I couldn't help feeling that 'normal bloke buys Porsche' connection. No, the reason I'm here is because this car chimes for other personal reasons. One, I remember it well as Chris Harvey's much writ about 'bitsa' (as in a 911 built from bits of this and bits of that) in the aforementioned *Supercar Classics* mag

and the cover star of his 'Porsche 911 in all its forms' book from the '80s, a copy of which sits on my Porsche bookshelf.

Secondly, it's for sale with friend of *911&PW*, Paul Stephens, which is significant to me because the first feature I ever did for *911&PW* as Editor, 15-years ago, was a blood orange 'bitsa' 911 RS lookalike, also from Paul's ever eclectic emporium. That seemed more than a good enough reason to drop in, catch up and head out for a drive.

That particular 'bitsa' was based on a 911T, with RS arches grafted on, 911SC suspension, with beefier roll bars, and with a 964, 3.6-litre kick up the arse, which made itself felt not so much by its fettled 270bhp peak, but with the sort of torque that comes with 3.6-litres. It gave the 2.7 RS lookalike a very different persona, trading peak power revs for power simply everywhere. Fun, if not authentic fun and with rather more weight over the back than an RS – lookalike or

not – was ever designed for. It was, er, certainly quite exciting to drive!

Fast forward 15-years, and this ex-Chris Harvey machine is rather different. It's a 'bitsa' yes, but with all the right bits, including a 2.7 MFI engine. Not that it started that way, obviously.

Chris's mid '80s search for his dream 911 led him to Autofarm, where the choice was narrowed down to either a 'faded orange' 2.4S at £6000, or a rather more 'sparkling' blue 2.7 RS at twice that. As Chris put it himself in that *Supercar Classics* feature: "To my mind there was no contest: go for the cheaper car and spend some of the difference on making it as good, if not better, than the RS. That has always been one of the great advantages of buying a 911: so many parts are interchangeable between models, that you can tailor the specification to yourself." Which is exactly what he did, buying the 2.4S, originally registered to Porsche Cars GB on May

One of the best air-cooled 911s he's ever driven. Well, that's what Bennett reckons anyway

Below left: The heart and soul of the matter. Pukka 2.7-litre MFI engine really makes this 'bitsa' built 911 sing



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This sought after 1959 Porsche 356 Convertible D featured here with matching numbers (Kardex included) is available in its factory color code #5702 Ruby Red with a black interior. It comes equipped with a 4-speed manual transmission, 1600 engine, dual Zenith carburetors, soft top, boot, and solid wheels. Also included with this vehicle are service documents and receipts totaling over \$13,000. An excellent opportunity to jump into the ownership of this limited production one of 1,331 Convertible Ds that were built between August 1958 and September 1959. An extremely desirable vehicle which had the same owner since 1985 and is mechanically sound. **For \$189,500**



1963 Porsche 356B Cabriolet #12692

This beautiful color combination 1963 Porsche 356B 76 Cabriolet is available in Smyrna Green with a black interior. It comes equipped with a 4-speed manual transmission, 1600 engine, dual carburetors, soft top, boot, jack, and solid wheels. Also included with this vehicle is the Porsche Production Specification Certificate (PPS), as well as service documents and receipts totaling over \$16,000. An extremely desirable Porsche 356B which has just come out of long-term ownership and is mechanically sound.

For \$94,500



1966 Porsche 912 #12680

This 1966 Porsche 912 is available in Light Yellow with a black and purple interior. It comes equipped with a 5-speed manual transmission, dual carburetors, 4-wheel disc brakes, and solid wheels. A well-priced Porsche 912 which could use some light cosmetics and is mechanically sound.

For \$32,500



1970 Porsche 914-6 #12243

This gorgeous 1970 Porsche 914-6 featured here with matching numbers, with 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



1970 Porsche 911T Coupe #12633

This factory color 1970 Porsche 911T Coupe featured here with matching numbers is available in its original color code #2626 Conda Green with a black interior. It comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, and Fuchs wheels. Also included with this vehicle is the original owner's manual, Porsche Red Book as well as service records and receipts totaling over \$15,000. An excellent original California car which had the same owner for many years and is mechanically sound.

For \$62,500



1973.5 Porsche 911T CIS Targa #12728

This extremely sought after 1973.5 Porsche 911T CIS Targa featured here with matching numbers is available in its factory color code #622 Beige Gray with desirable sport seats with Houndstooth inserts. It comes equipped with a 5-speed manual transmission, 2.4-liter engine, 4-wheel disc brakes, Fuchs wheels, tool kit, and jack. Do not miss your chance to jump into the ownership of this beautiful 911T CIS Targa that was featured in a Porsche book. An impressive original California car which had the same owner since 1965 and who was consequently a Porsche Club of America (PCA) member. The Targa is mechanically sound.

For \$96,500



1979 Porsche 911SC Targa #12579

The 1979 Porsche 911SC Targa featured here with matching numbers is available in blue with a red interior. It comes equipped with a 5-speed manual transmission, air conditioning, power windows, 4-wheel disc brakes, and Fuchs wheels. A well-priced vehicle which could use some light cosmetics and is mechanically sound.

For \$29,950



1981 Porsche 911SC Coupe #12589

This 1981 Porsche 911SC Coupe featured here with matching numbers is available in Bamboo Beige with a brown interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, 3.0-liter engine, air conditioning, cruise control, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, jack, and tool kit. An original West Coast car which is mechanically sound.

For \$36,500



1983 Porsche 911SC Coupe #12655

This 1984 Porsche 911SC Sunroof Deluxe Coupe is available in its original factory color code #027 India Red with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, 3.0-liter engine, power windows, Corbeau bucket seats, MOMO steering wheel, 4-wheel disc brakes, jack, and Fuchs wheels. Also included with this vehicle are service documents and receipts totaling over \$26,000. An extremely presentable well-priced 911SC which is mechanically sound.

For \$34,750



1986 Porsche Carrera Coupe #12555

The 1986 Porsche Carrera Coupe featured here with matching numbers and 88,050 miles on the odometer is available in its factory color code #33P Iris Blue Metallic with a sand beige interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, power windows, sunroof, jack, air compressor, 4-wheel disc brakes, and Fuchs wheels. Also included with this vehicle are receipts totaling over \$12,000. A marvelous sports car which is mechanically sound.

For \$54,500



1993 Porsche 964 Coupe #12000

This elegant 1993 Porsche 964 Coupe featured here with 78,118 miles on the odometer is available in its original factory color code #39C Midnight Blue Metallic with a blue interior. It comes with a clean Carfax and is equipped with a Tiptronic transmission, cruise control, dual airbags, air conditioning, power windows, power steering, power seats, power sunroof, 4-wheel disc brakes, and 5-spoke wheels. A well-priced 964 Coupe which is mechanically sound.

For \$44,500



1998 Porsche 993 C2S #12621

The 1998 Porsche 993 C2S featured here with 34,133 miles on the odometer is available in its factory color Arctic Silver Metallic with a black interior. It comes with a clean Carfax and is equipped with a G50 manual transmission, 3.6-liter engine, cruise control, dual airbags, air conditioning, power windows, power steering, power seats, power sunroof, 4-wheel disc brakes, and Porsche Twist wheels. Also included with this vehicle is the Certificate of Authenticity, original owner's manual, and service receipts totaling over \$23,000. The last year of the air-cooled Porsches. An excellent opportunity to jump into the ownership of this gorgeous Porsche which is mechanically sound.

For \$119,500



2007 Porsche 911 Turbo 6-Speed #12610

This original paint 2007 Porsche 911 Turbo 6-Speed featured here with 51,346 miles on the odometer is available in its factory color code #L38C Night Blue with a grey interior. It comes with a clean Carfax and is equipped with a 6-speed manual transmission, air conditioning, heated seats, cruise control, power windows, power steering, power seats, power locks, power mirrors, Bose sound system, power sunroof, and drilled rotors. The dashboard, headliner, and door panels are all in excellent condition. All stickers in place which includes the option code sticker under the hood. An excellent original 911 Turbo which is mechanically sound.

For \$64,500

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18th 1972 as LME 911K, the registration that it still wears today.

Rather like the previous blood orange 'bitsa,' Chris asked Autofarm to fit SC torsion bars and a Turbo rear roll bar, plus geometry aligned with Josh Sadler's 2.4S Production Series racer. With 87,000-miles on the clock when Chris bought it, he then took it to 120,000-miles in the days when Porsches were driven and not held in captivity. After all, it only cost £6k.

However, it was getting tired and the choice to rebuild at £1800 or to replace altogether was something of a no-brainer, when a fully dressed RS 2.7 MFI engine became available at £2000. As Chris commented: "it produces the strongest 210bhp I've ever felt", before elaborating with: "It was only then that the 15-year old 911 really came into its own. It has an odd feature, too, which I feel makes it even better than the RS. It retains the 2.4S transmission, meaning that its fourth and fifth ratios are slightly lower than those of the RS. The reduction in top speed by around 2mph is academic, when you have a 150mph maximum: the real advantage can be felt in the improved response in fourth and fifth, and the superior fuel consumption on single-lane

roads because the 911 spends more time in the lower fifth gear."

Typically for a then 15-year old 911, Chris's was starting to rust, so a programme of bodywork restoration was outlined with Bob Watson, something that he confidently predicted would cost £3500 including RS panels and a bare metal respray. Over time a near RS spec conversion was carried out to the exterior and interior, with genuine 15in Fuchs, Scheel style bucket seats, manual windows, and glovebox delete. However, it's not clear whether the work was carried out by Chris and Bob Watson, or by family member Patrick Harvey, who took the car on in 1992.

By 1999 the car was back at Autofarm for a significant restoration spanning three years, and in 2002 Autofarm repurchased LME 911K as an unfinished project, completing it to their own sports purpose spec. The 2.7-litre MFI and gearbox remained, the ducktail lid was replaced with a flat steel version, and lightweight front and rear bumpers fitted, plus new Bilsteins all round and period three outlet sports exhaust.

A couple of owners followed, with trips to Goodwood and Le Mans. Indeed, the

Goodwood Road Racing Club 2003 sticker and French and Swiss Autoroute permit stickers indicate regular usage (to add to Chris's many documented continental road trips), as does the 23,000 miles in the hands of its second owner. There are some reassuring bills, like a full gearbox rebuild and equally reassuring numbers, notably from the engine which, after some fettling by Bob Watson in 2009, was showing 229bhp. In the last 12 months it's been spruced up by Autofarm, with new pads and discs all round.

So that's the story so far. Used, but in no way abused. Bits of this, bits of that but, crucially, all the right bits. Rolling restoration and upkeep, mechanically healthy and with all the patina of a 911 that's been driven hard and enjoyed.

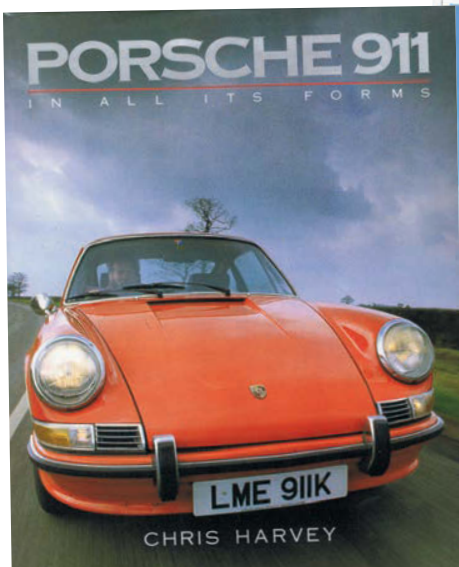
So how will this 'bitsa' compare 15-years on? Well, for a start £100,000 separates them. Back in 2005, the 3.6-litre mash-up was on the market at £29,000. I'll leave you to add on the £100,000. It says more about the classic Porsche scene as it does the relative merits of the two machines. Plus, the 911T based 'bitsa' was more of a mongrel and didn't have the provenance of a 2.4S starting point, even if to do such a thing to

No mistaking that old school 911 cornering poise. This is an air-cooled classic that demands to be driven hard

It's all in the detail. Momo wheel is a delight to use. Goodwood sticker a reminder of journeys and events travelled to. Fuchs wheels authentically finished



Under Chris Harvey's ownership, LME 911 appeared on the front cover of his well known Porsche 911 book. And opposite as it appeared in the Jan 1998 edition of *Supercar Classics*



a 2.4S now would be some sort of sacrilege. Back in the day, owners like Chris were just doing as the factory did, raiding the parts bin to build their own personal take on a 911.

Inevitably we spend more time in modern Porsche output these days, so there's always a bit of driving realignment involved, getting back into an old school 911. Good ones help the readjustment process, though, and this is a good one. More than that, I think it's one of the best I've ever driven.

Quite often a fresh mega bucks resto, or a low-mileage, little used garage queen, just feel reluctant to give. The engine is tight, the gearbox unwilling to release one ratio for another and the brakes wooden and unused.

And what makes a good, classic air-cooled 911 so satisfying to drive? From the churn of the flat-six catching, to the physicality of the controls and the unique balance of the heavy, twisting rear and the floating front, it's just an immersive experience that feels like nothing else. A thrill, even.

That must be it. I'm rarely this effusive about a car, 911 or otherwise, but really, I

could have driven this one all day. Chris was right about the shorter ratios of the 2.4S 'box, suiting the revvy nature of the 2.7 MFI. Making good progress on the flowing Essex lanes around the PS base is just sublime. The 2.4S 915 'box has a longer throw to the shift, too, which suits and makes the shifts more decisive, slicing through the gate, unlike the often reluctant, grabby feel of the shorter shifting RS set-up.

The steering chatters through the slender Momo rim. You guide with your fingertips, rather than wrestle, unless it's a particularly tight turn, in which case the steering requires a full upper body heave.

Excellent visibility, size and a clear view of the front end bobbing around makes placement on the road a doddle. Pedals sprouting from the floor demand that 911 thing of lifting your entire foot from the floor to operate, bar the organ pedal style accelerator.

And then, of course, there's the engine and its turbine churn. A 2.7 MFI always special, whether in a pukka RS or a 'bitsa' lookalike. It's got soul, it's got character. It's not linear smooth. There's the occasional fluff and hesitation from

the injection system and explosion of gas and air in the exhaust, resulting in the odd pop and bang. But it's not contrived in the way that a modern 911 synthesises its character traits.

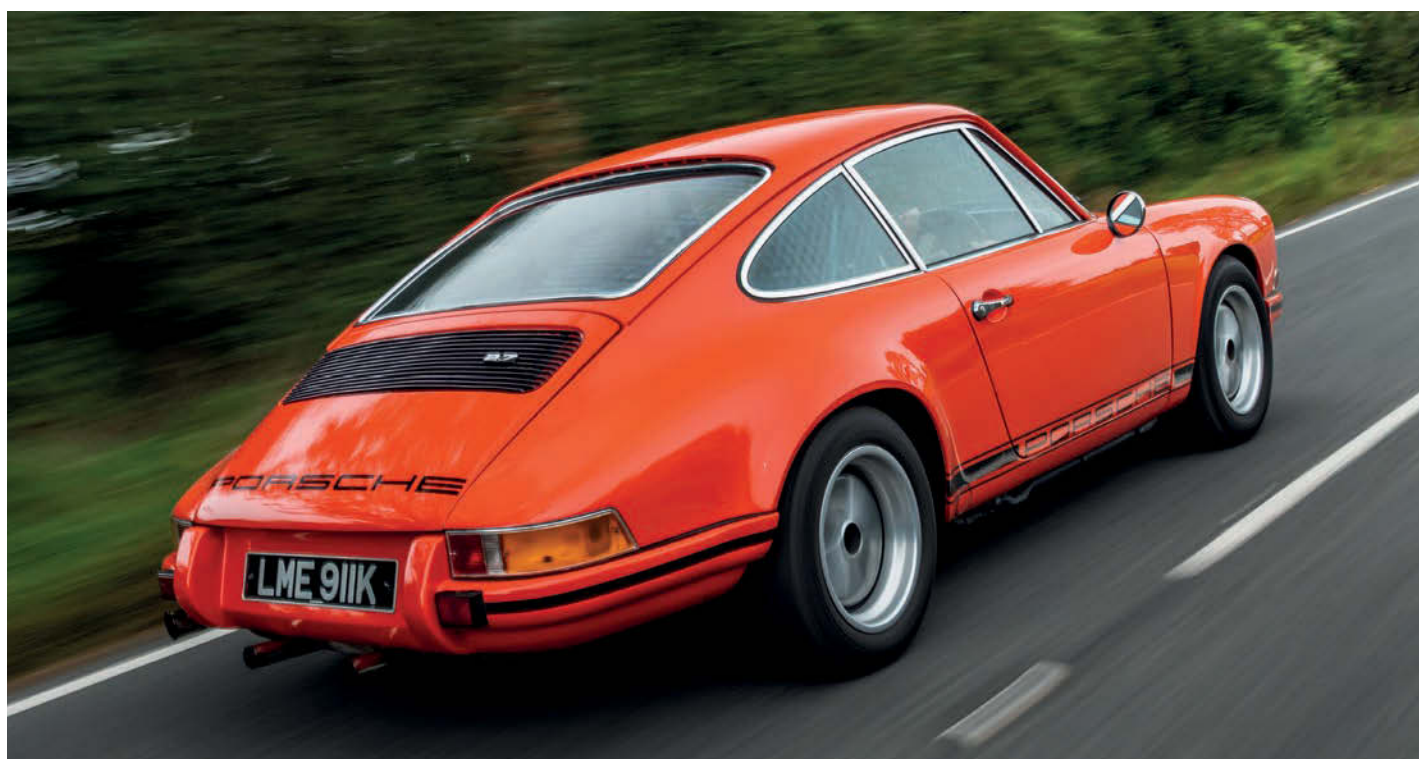
Powerful? Plenty powerful enough in a car that weighs not a great deal, and elastic and wide in its delivery and powerband. You can work it hard through the gears, or let it work for you, floating along in fourth and fifth as the road opens up through the upright windscreen.

It certainly drives every bit as well as any 2.7 RS, indeed better than some I've had the pleasure of, and better for the fact that Chris and subsequent owners have never been too precious about it.

If I had the money I would snap it up, but unfortunately the ways and means of entry into the classic Porsche market have long since sailed and no amount of creative accountancy or even pension raiding will change that now. But hopefully, the next owner will continue to use and drive it hard in the manner and spirit to which it has become accustomed.

As 'bitsas' go, it is way more than the sum of its parts. **PW**

Many thanks, as ever, to Paul Stephens for supplying this feature car. It is currently for sale with Paul. For more info go to: paul-stephens.com





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SUSPENSION

Words: Johnny Tipler Photography: Brett Fraser

THE SOUNDS OF SILENCE

Replacing its knackered flat-six with a 450bhp Tesla motor gave this 986 Boxster an indefinite new lease of life – and electrifying performance into the bargain





This electric Boxster is seen, but not heard. Sacrilege to some, no doubt, but a compelling and future-proofed alternative

Any Boxster is a decently quick sports car. But, fix it up with an electric motor, and you suddenly have a supercar on your hands. Sevenoaks-based watchmaker Paul Young has done exactly that – transformed a potential parts-source Boxster into what must easily be the fastest 986 in the land.

His original objective was to build a torque-focused, zero-emissions car to drive to work through the Kent countryside, as well as teaching his children basic engineering and be environmentally aware. There have been EVs in the Young family since 2015: Paul's wife had a BMW i3, and he was drawn ever more deeply into electric cars, captivated by a YouTube guru called Damian McGuire, who'd converted a number of cars to electricity. 'I got obsessed, and I began to think I could do this myself. I had no

previous experience, but I learned how to do it by watching Damian McGuire's YouTube videos.' Paul then began looking for rust-free Boxsters that didn't need any fettling done before tackling the EV project. His other car is a 996 Targa, so he already had an affinity with the marque. 'There were plenty of 986s available, and they're great cars to do an electric conversion on because they've got so much space at the back, having no rear seats. A 911 would be much more difficult to do it on, but a Boxster is pretty straightforward.' The donor car he settled on was a 2001 Boxster 2.7 with manual shift, which had suffered a catastrophic timing-chain failure at 97,000 miles. Back home in his garage, Paul removed the redundant engine and gearbox, and sought an electric motor that would fit. 'I wanted to install a Tesla motor, just because of the coolness of the brand, and also for the amount of power it

would give. So, I bought a Tesla Model S LDU (large-drive unit) off eBay, and tried to line it all up in my garage. I got nowhere, though, but luckily, I found a guy at West Kingsdown near Brands Hatch who runs a race car workshop – DriftMoto UK – and he agreed to mount it for me. Between us, we designed a frame to mount the Tesla motor inside the Boxster's engine bay, and it's completely bolted in, with no welding, and it ties into the original factory motor mounts, front and rear. He's now selling that kit commercially, based on the one we designed.'

So far, so good: the electric motor is a third the size of the flat-six, but next comes the thorny question of the batteries. Some years ago, I drove a couple of electric Ruf 911s – the e-Ruf and the Greenster – and they felt decidedly stodgy in a most un-Ruf-like manner, on account of the burdensome weight of the batteries, which occupied

Below: It's fuel, just not as we know it! Filler cap hides the electric socket. Right: A home charging point of some description is essential





every available nook and cranny. Things have moved on since then, though Alois Ruf has given up on EVs. Paul's solution was to install 16kwh batteries from a Chevrolet Volt, a model punningly known in Europe as an Opel Ampera. 'I choose those partly because they were way cheaper than Tesla batteries, and because they provide the full amp discharge that will give the

cells at the back, and they have to be spread around the car, whereas my Chevy Volt batteries are all in one place. I would like to upgrade to a bigger battery in future, because the range is only about 60 miles at the moment, though it's perfect for what I need for getting into town for work.' A Tesla pack should provide a 300-mile range, but installing one is a lot more

the key part. The batteries can always be changed at a later date.' Paul has a standard wall-pod charging point in his garage, which relays the 32-amp AC single-phase current from his house, and he plugs a generic Type 2 charger into the socket that's mounted on a stainless-steel plate in the Boxster's normal fuel-filler aperture. The single-phase AC flows into a 10kw Tesla Model S charger, located against the bulkhead in the front luggage compartment. This converts the current to high-voltage DC to charge the batteries, figuratively equalling 220- to 240-AC coming in, and 400-volt DC going out to the batteries.

Paul took his cue from Damian McGuire: 'he's an electronics engineer, and he takes the motherboard out of the charger and puts his own-brand motherboard in, which is all open-source software, so you effectively replace the Tesla brain with Damian's brain, and that manages everything, whether you charge at home or at a

The smart money is on the next generation of Boxster/Cayman being electric. Paul clearly knows a thing or two, then

“ It's is perfect for what I need, getting into town or work ”

motor full power. You could use Nissan Leaf or Renault Zoë batteries, but they would never give you that knock-out punch: they'd give you the voltage but not the full amp discharge. Also, Tesla batteries require a lot of fabrication, because they have cells at the front and

complex.

Like most of us, Paul believes battery technology will change significantly over the next few years. 'They'll come down in price and they'll be smaller, so actually the hard work in terms of mounting the motor and ancillaries is

Although the donor car is a manual, Paul fitted a Tiptronic shifter, with a microswitch to control forward and reverse drive, plus neutral and park. Below: Simple display monitors battery status





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public charge point. It's literally a plug-and-play solution, and I can charge in any Type 2 public charger with no fuss, as you would with any commercial EV.' The ZapMap app on my iPhone demonstrates how vast the charging network is all over the country. As well as his home charger, Paul uses public ones when convenient. 'My 14-year old daughter loves to go to Bluewater, so I public-charge there – plug in, and go for a coffee. The chargers are on free vend, so you don't need a card, you just

gizmos managing the safety aspects of the current. A brake pressure sensor is set up to regenerate just on braking, though normally with an EV you can almost operate it with single pedal driving, keeping your foot on the accelerator, and it will regenerate the batteries while you're slowing down. Paul found this too intrusive, so has it set up so it only regenerates the battery on braking. 'As soon as I hit the brakes, it's working conventionally, but I've also got the motor taking that energy from

that I can switch on to warm the coolants and the batteries as well.' As for operation, I note the Tiptronic shift: the donor 986 was a 5-speed manual, but Paul substituted a Tiptronic lever and console. 'The beauty of Tiptronic is that you can install microswitches for Park, Reverse, Neutral and Drive, which are sending signals to the drive unit to instruct it as to the required mode.'

So far, so straightforward, relatively speaking. But a small amount of fabricating was needed. Paul modified Tesla Model S half-shafts so they'd fit the Tesla motor, and got a machine shop to weld the cups into Boxster stub-axles. There's no fuel gauge, of course, and there's a small screen in the lower console that reveals battery voltage, state of charge, cell balancing, plus other electrical information.

Access to the engine bay is normal Boxster procedure: simply raise the canopy halfway, and it allows you to get into the engine bay. 'Fingers away from here,' cautions Paul. 'Anything shiny will kill you!' He indicates the battery pack that traverses the engine bay, side-to-side, mounted behind the cockpit bulkhead. 'This is the main battery, and it sits on the subframe. I have battery

Green and eco friendly it may be, but there is also the performance aspect. With Tesla power, this Boxster will hit 60mph in under 4 secs

“ I can charge in any Type 2 public charger, with no fuss ”

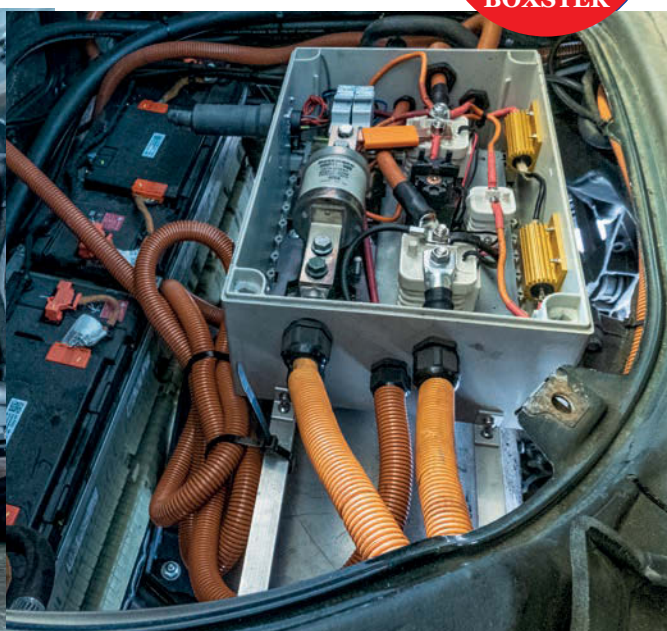
plug straight in. There are two public chargers in Sevenoaks, and they're on this Polar network, so I plug in and it scans the card, and I tell it how much charge I want.'

As well as the Tesla Model S charger in the Boxster's front luggage compartment, there's also a high-voltage junction box, fuses and other

the rear wheels and passing it back into the battery as a charge.' Everything else is fairly standard up front, though behind the cowl there's a bit more wiring and electronics. 'This Tesla charger is water-cooled, so an electronic water pump is cooling the batteries, the drive unit, the charger, and also in the winter I have a heater

Below left: High-voltage junction box and fuses manage the safety aspects of the current and reside in the front compartment. Below: Paul is an EV convert





Paul built a subframe to carry the compact Tesla motor. Handily, the motor and differential is all one unit. Right: High-voltage junction box and further batteries live under the engine cover

boxes ready to enclose all this, to hermetically seal it, but that's part of the next phase of the project.' The rear luggage boot houses two more beefy batteries, also sourced from a Chevy Volt, and Paul has boxes ready to mount them under the boot floor so the rear trunk reverts to luggage space.

Back in the engine bay, there's a plastic protective box over the top of the engine, its lid secured with Dzus fasteners. 'This is the high-voltage junction box, managing the contacts for the battery; we've got the positive and negative terminals of the battery coming into this area, and another logic board is managing the contact to control. So, when you turn the key to the auxiliary

position, the car will be ready to start, like any normal petrol car, and the high-voltage will be ready. Then when you turn it to the start position, it will close the positive contact and allow high-voltage power to the motor.' It employs a Tesla Model S induction motor, and when that's enabled, the signals from the throttle pedal are fed directly into the drive unit. That deploys throttle and braking inputs to the drive unit to provide propulsion and regeneration. Underneath the junction box is the actual motor – the Tesla LDU (large drive unit) – and to the rear of that is the Quaife limited-slip-diff, which is a standard Tesla feature. 'The Tesla motor is all one unit, incorporating the diff, the

motor and the inverter,' says Paul. 'I built this high-voltage junction box myself, using on-line wiring schematics gleaned from Damian McGuire, and this will manage between 350 and 400 volts. It will also manage around 1000 amps of discharge from the battery, which is a lot of juice, way more than the Tesla motor actually needs in order to operate. I can change the way the torque works, in terms of delivering power to the rear wheels, and in fact I've got the motor set to deliver only around 50%, and I can still spin the rear wheels at any speed!' And those wheels are 18in BBS SRs, the only other mods that Paul has made to the car. He's blocked off the 986's characteristic side

TAX AND INSURANCE

Bulk of the batteries are in the boot. They're from a Vauxhall/Opel Volt. As battery tech improves, then they can easily be replaced

Most insurance companies accept electrified cars such as Paul's Boxster – he's with Adrian Flux – given some photos and detail on the build, and it's reasonably cheap as well. According to Paul, the DVLA haven't made their mind up regarding road tax, though. At first, they told him they considered that, as long as there were only five major components changed they regarded it as a modified vehicle, like a track car. He filled out the form and said that the

engine, fuel tank and transmission had been removed – three major components – but he has heard nothing in six months. 'What I'm asking them for is a change in tax class and change of fuel type, but they don't seem to have a process for electrical conversions, nor an inspection process. I took it for an MOT, and it passed with flying colours, but the DVLA don't seem to know what to do with these conversions yet.





air-intakes to prevent water ingress into the engine bay, and is pondering inserting a DC charge socket where the exhaust tailpipe would normally live.

The project is under constant refinement, and I notice another junction box that Paul identifies as a Teensy micro-computer. 'This has a microchip, like you might get in a smartphone, and it's another layer of control. It's interpreting the signals coming out of the drive unit and dynamically changing some of the static parameters whilst the motor is in operation. For example, if I want to have lots of torque low down, but not so much torque at the high end, like motorway cruising for example, this micro-computer will manipulate the settings within the drive unit and change those parameters, depending on how I want to set it up. That specific controllability means I can completely tailor it to how I want.' Teensy will be part of the VCU (vehicle control unit) and will eventually be installed and will monitor everything from cabin heating to drive unit control, to switching on the water pump when the system's charging. In fact, a tiny unit that's so

sophisticated, and controls so many aspects of the operating systems, just emphasises how crude and anachronistic the bulky batteries are.

The header tank for the coolant is retained, though the oil filler is obviously redundant. There's a high-voltage disconnect switch in the righthand side of the boot, and a battery management system to the left, which manages the individual cell voltages of the 96 individual cell strings within each battery. 'It's important that they're all balanced, so at peak charge they need to be around 4.15-volts. Over time, they'll go out of sync, so this little unit bleeds the voltage off the ones that are too high so they can all be at the same point.'

Let's find out how it goes, then. Bloody hell! It is shockingly swift. In any circumstance, town or country, you can be neck-wrenchingly catapulted down the road. The electrical soundtrack starts with a frantic whine, quickly smothered by tyre and wind noise. Moving slowly in an urban setting, it is completely inaudible, and a few observant pedestrians give us puzzled looks. There's little sensation of the

power building: it's just instantly there. Out on the sweeping undulations of the North Downs back roads, the Boxster feels poised, planted around the corners; what's unnatural is the velocity we're travelling at, the sensation of so much effortless, silent torque. It's (literally) a real turn-on. Initially, the rear wheels spin till traction's gained. And that is partly down to a lighter chassis, bereft of its flat-six powerplant: the donor Boxster weighs 1260kg, the electronic version is 1200kg. Comparative power and performance? Originally 225bhp, now 450bhp. Its 0-62mph acceleration time halves, from 6.6-sec to 3.3-sec. As for running costs, Paul reckons cost-per-mile is about 4p. He reckons the project 986 stands him at £15K now, but he has proved that it's possible to electrify your own car as a DIY project. Much as petrolheads sniff haughtily, it's difficult to argue against it: sure, Dylan folkie fans cried "Judas" when he first played electric guitar, but he never looked back, and the same will surely be true of electric cars. Like it or not, this is the current mode (sob): trends are electric, and our man Paul Young is way ahead of the game... PW

CONTACT

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electricclassiccars.co.uk
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THE LAST ROAD TRIP

One more for the road? Don't mind if we do as Bennett, Fraser and 911 HUL dodge curfews and lockdowns to revisit 15-years of road trip excess in a 2000-mile last hurrah

Words: Steve Bennett

Photography: Antony 'Super Snapper' Fraser





The first and last: Chubby Bennett at wheel of Cayman S for first *911&PW* drive, early 2006, v lightweight Bennett at wheel of 911 Turbo in 2020. Note quaint sat nav screen in Cayman compared to widescreen in the Turbo





Not for the first time there's a Guards Red 911 Turbo on my drive wearing the 911 HUL plate. It's appeared seemingly by magic. It wasn't there when I went to bed, but it is when I wake up. The power of dreams? No, just Porsche's early starting delivery driver, Martin. Somehow, he's managed to reverse his truck up my narrow drive, unload the Turbo, secrete the keys in my garage and be on his way, without disturbing a soul.

It's a tough life being a motoring journo, eh?

Indeed, in all the years that I've been doing this job, I've rarely seen Martin. I think he only exists in darkness, particularly as collection involves the same routine, but in reverse. Which is much more disappointing.

Excuse the 'End of Days' heading, but these are weird times, are they not? As I scribble this BoJo and the 'Chuckle Brothers', aka Whitty and Vallance, have in the last 48hrs announced

another month-long lockdown. Cheers, chaps! But no matter, 'The last road trip' is in the can. We've dodged the Welsh Circuit Break, navigated Nicola's Central Belt Scottish lockdown and hospitality curfew, in a 2000-mile road trip to end all road trips.

No apologies, it could be my last one. Getting out on the road is one of the joys of the MoJo trade (that's motoring journo, obvs), even more so when it involves long days and long and winding roads, at the wheel of a Porsche, or multiple Porsches after 15-years at the coalface of 911&PW. Time, then, for a road trip greatest-hits compilation. Our favourite roads, our favourite Porsches.

And there was only ever one car for this trip, hence Martin's early morning 911 HUL delivery. If push ever came to shove, and I had to choose a one and only car, the 911 Turbo has always been the 'only car.' Why? Well passenger considerations aside, it ticks all the boxes in that 911 Turbo everyday supercar way. It's the fastest thing on

four wheels, yet it's comfortable enough and practical enough, and four-wheel drive enough and even economical enough for daily use.

Of course, it takes two to, er, tango. Ever light on his Crocs, joining me for the 'last chance power drive,' is co-driver and Super Snapper, one Antony Fraser. Adventures and scrapes? We've had a few, usually at high-speed and with the speeding tickets, and snow, to prove it. More of which later... But for the record and because I'd never say it to his face, he's been a steadfast companion and always kept his sense of humour and perspective, even when it's getting late and there's still another 200-miles to go to the hotel, where the bar will inevitably be shut.

BREAKFAST FIRST

So where are we going? Well, nowhere until we've had breakfast, which, conveniently, is at the start of our four-day trip. That will be two substantial FEBs (full English breakfast) at the Old

Old School Cafe in Chertsey is regular haunt for motoring journos and test drivers, thanks to its on-the-doorstep proximity to Longcross test track. Many a day at the track has started with a hearty breakfast here

And of course it would have been rude not to drop in for a final fling!





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911 Carrera 4 (993)

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

£59,995



911 Turbo GEN 1.5

Basalt Black • Black Leather Adaptive Sports Seats • Tiptronic S Gearbox 19" Turbo Wheels • Sport Chrono Previously Sold & Serviced by Paragon 45,105 miles • 2008 (58)

£54,995



911 Carrera 2 Coupe (993)

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Cayman 718 T

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911 Carrera 2 (991)

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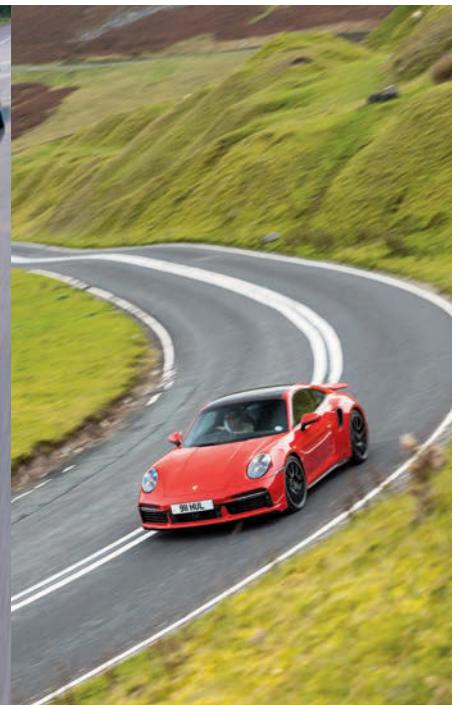
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School Café, Chertsey. It's the gathering point for trades of all types, but for motoring journo and test drivers it's the brekkie stop of choice due to its close proximity to the Longcross test track (aka Chobham). 'Old School?' Well, it was a Victorian school house.

Surrey/Berkshire location, surrounded by Wentworth, Sunningdale and Chobham. These days it's a massive film set, but there's always rumours of closure and redevelopment. It must be the most valuable piece of land in the country.

of calm, to get the cover or tracking shot, or just go very fast. Or, if you're Super Snapper Fraser, commandeer a 997 GT3 RS to show the collected journo how to get the damm thing sideways. Not that easy, eh, Antony?

We dive in, reel off a few fast laps for old time's sake and then set forth for South Wales and the Brecon Beacons, the real road starting point for our 'Last Road Trip.'

Left: Longcross test track a mecca for motoring mags and film production, where we can get safely off the public road for tracking shots, like this '80s showdown. Above: 911 HUL in Wales

“ We dive in, and reel off a few laps for old times sake ”

Longcross? What would we do without Longcross, the ex-army proving ground, with banked, high-speed circuit and tortuous 'Snake' road course. Google Earth it and marvel at its prime

Whatever, in the olden days we used to share the facility with tanks as well as other motoring mags. It's always been a means of getting off the public roads in the busiest part of the country. An oasis

TO WALES AND THE BRECON BEACONS

There's ample time to get know the latest 911 Turbo. Well, ample time in cruise mode as we settle in for a long haul on the M4, although in retrospect, this is one of the shorter hauls,

We took this gen 2 turbo 991 duo to the roads of the Brecon Beacons hoping to be impressed, but ultimately we were left disappointed at the 911's new direction





Road to nowhere. No, really, this fabulously curving ribbon of Tarmac in North Wales doesn't really go anywhere at all. Great for photography, then

Back in 2007 we used the 'Triangle' for a showdown between Audi and Porsche. The C4S was the more engaging machine

compared to what is to come. And earlyish impressions? Well, purely dynamically, it's very stiff, as in almost GT car stiff. Porsche claim to have 'listened' to criticism of the 991 gen 911 Turbo being rather aloof to driver involvement. The 992, then, is the response, with a more engaging chassis. The jury is still out at this early stage. And besides, adaptive cruise control is far more important when you're in a Pop Master head-to-head.

Wales has long been a road trip hot spot, with Crickhowell being the epicentre of Brecon Beacons adventures and Porsche GB hosting launches in the area, notably the 991 Carrera 4S. We have history here, too. Of the many Brecon drives, it's a 991

gen 2 double header that springs to mind. That's the turbo generation of 991, and to discover the pros and cons of the emissions-based capitulation we took both a base Carrera 2 and Carrera S for the back-to-back verdict... Which was? Well, without doubt the massive increase in torque over the N/A 991s helped to fill in the torque deficit and was better suited to the equally emissions based, galactically tall gearing. But the N/A zing was gone and the 991 felt even more ponderous and stodgy, unless at the absolute 10/10ths limit. We reported as much and, to add insult to injury, I got a speeding ticket in the process.

911 HUL on the same roads illustrates how Porsche has injected a

new sense of rhythm and engagement into the 992 chassis, most notably with its apex-hunting front end bite. But beyond that, the 911 Turbo has outgrown these roads in terms of sheer speed and size. Perhaps we will fare better in North Wales.

TRIANGULATING IN NORTH WALES

North Wales? We make no excuses, but we thank our colleagues at *EVO* magazine for putting a certain triangulation of roads on the map. The Evo Triangle, above Betws-y-Coed and opposite the Snowdonia National Park and made up largely of the A543 and the B4501, each of which are a left or





right off the A5. These largely undiscovered roads offer everything required for a proper thrill and chassis workout, with stunning views and guaranteed photo opportunities.

My first 911&PW road trip gig in 2006, with the newly launched Cayman S, was conducted on 'The Triangle' and what a perfect piece of mid-engined precision it was too. "In relation to its siblings, it is a sharper and more aggressive tool than the Boxster but

More? Phil Hindley of Tech 9 kindly bought his Tour Britannia winning historic rally 911 SCR to the table in 2013. It was a build that he had put his heart and soul into and it fizzed and buzzed in the way that only a stripped-out competition car can. With 300bhp and weighing less than 1000Kg it was pretty exciting to drive, too.

As would 911 HUL be. Well, I suppose we can laugh now but those Welsh killjoys have had the last laugh,

deserted road under surveillance for no apparent reason...

In the gathering gloom we consider the journey ahead. Tomorrow we'll be chasing past glories involving 997s of the GT3 and GT2 variety in Cumbria and Northumberland and, in order to be on it first thing, we need to be in Cumbria tonight, preferably in good time to get a couple of pints and steak and chips at our cosy pub of choice, before the tiresome 10pm curfew.

We managed to get Phil Hindley's road rally 911 SCR to lift a wheel on a Welsh crest. No chance in 911 HUL on the same road. Or maybe we just weren't brave enough

“ We'll be chasing past glories of the GT3 and GT2 variety ”

ultimately it can't quite match the rear-engined 911 for sheer drama. Not yet, at least." That was the verdict. Skip forward a generation and the Cayman would have the 911 licked.

Other highlights include an Audi R8 v 997 C4S showdown, on the basis that Audi had had the temerity to take on the 911 at its own game. The C4S won, for its more involving driver experience, but it was mega close.

for sure. You see, it's been a while since we've been to 'The Triangle.' Indeed, the last time was for a magazine that concerned itself with a certain Japanese 2-seater sports car and that was some three years ago. One thing we can be sure of? There were no average speed cameras then. Oh well, I suppose we only have ourselves to blame, but it does make for quite a weird sight: miles and miles of

PENRITH, ALSTON, HEXHAM AND THE A686

Up until this point we've been using brain-nav, largely because the Porsche sat-nav has been driving us mad with its frankly bonkers route guidance. But now, as darkness falls, and with tiredness setting in, we could really do with its help. Destination plugged in, we are rendered both speechless and dismayed as it plots a route through – wait for it – Liverpool that will take six hours. That's six hours to do 180-miles. Madness. We suspect foul play, and so co-driver Fraser sets to with the settings. After a thorough trawl through the various sub menus, we discover

Bennett's near religious experience in a gen 1 997 GT3 RS. Porsche's finest modern 911 moment, chassis wise. Well, that's what he reckons, anyway!



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that some wag has programmed the nav to plot journeys sans motorways. And tunnels. With settings restored to normal, the journey time is halved and there will be beer and steak and chips.

And talking of co-drivers, you really do need one in a car as overly complicated as a current gen Porsche 911, with its myriad features, systems and screens, some useful and others utterly far-fetched. Do tick the options box for adaptive cruise control. It really is a game changer. But Night-view Assist at £1650? I mean, c'mon, what are you trying to be? A fighter pilot or something? Can you imagine getting stuck with the bell end at a party, who's

wanging on about his 'Night-view Assist'? Tragic. It's no wonder women pity us at times.

Alston is smack in the middle of the Penrith to Hexham A686. This has always been a go-to road for testing, scaling the heights of Hartside Summit, via tortuous switchbacks, then dropping down to Alston and then out to Hexham and the North East. It's got the lot in terms of terrain, from fast, open hillside plunging into lowland forests and even the odd uphill hairpin.

The gen 1 997 GT3 RS was one of those penny dropping moments. Not everyone agrees, but for me it's the pinnacle of the modern 911 GT lineup

and on the A686 it was just sublime in its ability to soak up a typically demanding UK road, with both poise and noise, from its Mezger flat-six. A truly good 911 is one that you can settle into, relax and guide, letting it do all the work.

Twelve years on and 911 HUL does a half decent impression in what are foul conditions. It's the first really good opportunity to stretch its potential, switching between its various performance modes. For all its 640bhp it feels tremendously stable, with prodigious four-wheel grip and, like the 997 GT3 RS, you can settle in and enjoy the drive, tweaking the twin turbos to deliver in the mid-range. As ever it's the supercar that's got your back.

What it's lacking, though, is that chassis control and compliance that the GT3 RS displayed, working with – rather than against – the road. The 992 Turbo can be unrelentingly stiff to the point that your back really starts to feel

Up on the moors in Northumberland. Moments later and the weather closed in and we got stuck in a blizzard...

On Alston Moor and the A686, which runs from Penrith to Hexham. The 992 Turbo feels almost GT car stiff, but doesn't quite have the sublime ride and balance of Bennett's favourite 997 GT3

“ Night-view Assist? What are you trying to be? A fighter pilot? ”





Porsche would probably rather forget about the diesel Panamera, but we rather liked it. Below: It was a long old drive, and Scotland was pretty much shut, but the view from the Applecross Pass is worth it. We made the same trip in a Cayman GTS (inset) in 2015, too

it, and you can't help but emit the odd involuntary 'oof' as the road surface sends shockwaves through the chassis. We can't help feel that Porsche has gone too far in its mission to add hardcore driver appeal. Surely a 911 Turbo doesn't need to be as stiff and hard riding as a GT car? Or, with all the PASM and PDCC trickery, can't a comfort mode be introduced to the settings?

While the 997 GT3 RS was a near religious A686 experience, a cold Easter adventure with the 992 GT2 RS, a year or so later, was not quite so much fun. It was an early Easter celebration and bloomin' cold oop north, with snow lining the roads. I never really trusted the Michelin Cup tyres in the near zero temperatures, with 500+bhp and limited electronic safety net.

Still, the trip was rather more notable for getting the GT2 stuck in snow. It was all Fraser's fault, insisting on a sunset shot across the border into Northumberland, up on the moors above Greenhaugh. We got the shot

alright, but then the weather closed in and then a mini blizzard ripped through leaving the rear drive monster, on barely legal tyres, well and truly stranded, much to the amusement of the locals who steadfastly refused to help the idiots in the Porsche.

Fortunately, another 'Tommy Tourist' came to our aid. Never have I been so pleased to see a Chelsea Tractor. The details are sketchy now, but I guess we must have attached the towing eye. My fear in being towed down, was how to actually stop and not just rear end the Disco and its tow hook. I solved that by simply ditching the GT2 into a soft, powdery ditch... Of course, we laughed about it later, over a few pints in a warm pub, but it did seem remarkably stupid at the time.

SCOTLAND THE BRAVE AND CLOSED

Still, no time to reminisce. It's time to drive to Scotland, still can't be that far. I mean, we're already near the border...

True, but it's always seems to be a shock as to just how expansive Scotland is, especially as we're heading to the west of Scotland. Seven hours says the sat nav. And what's at the end? Well, not a well-deserved pint, because Nicola has decreed that all hospitality closes at 6pm, including the hotel bar.

We're interested in the North Coast 500 and the Applecross Pass. And so, it would appear, is everyone else. It's the start of half term and there's a mass camper van convoy heading for the





Highlands and beyond. There have been winners and losers in this whole pandemic lark, and surely the biggest winners are those fortunate souls whose business is in campers, particularly the VW T5 variety.

Of course, we can remember the North Coast 500 before it was famous. Back in 2015 we did the entire 500-miles in near solitude over two days, in a Cayman GTS. The only other traffic we encountered was a few MX-5s (they get everywhere) and the boys from previously mentioned *EVO* mag, shooting their 'Car of the Year' extravaganza.

We stay in a serviceable hotel in Kyle of Lockalsh at the foot of the bridge over to Skye, last visited when – for some reason – we drove a Panamera Diesel from the London Eye to, er, Skye. Tenuous doesn't really cover it, but diesel power really suited the

Panamera, and it was spectacularly economical, even if Porsche is probably extremely embarrassed about the whole diesel association now.

With little choice but for an early night, we resolve to get ourselves up and over the Applecross early in the morning, before camper-driving hordes could stir. OK, so it's not really a driver's road as such, but it's the UK's highest of highways and takes in a bit of the NC500 to get to it. And it's undeniably spectacular and remote, although I do remember the last time we climbed it being followed by a Tesco delivery van. There really is no such thing as wilderness in the 21st Century.

Abiding memories of the Cayman GTS from our last trip are resolved around its fabulous chassis, sonorous engine, and fast-shifting six-speed 'box, but performance debilitating gear ratios blunting rev-hungry flat-six

performance. Not a problem for 911 HUL, but even with a mighty 640bhp, there is no leapfrogging the camper convoys.

BORN TO RUN ON BLAKEY RIDGE

Maybe we'll have more luck in North Yorkshire. Yep, no time to lose, it's only another seven-hour grind. Still, at least our digs will be rather more hospitable as Antony's long-suffering Best Man, Ian and wife Amanda agree to put us up and feed us a quite wonderful curry, with lashings of beer. I confess that, after a joyless night in curfewed Scotland, and four days on the road, we do slightly overdo it.

North Yorkshire means Blakey Ridge, cutting across the middle of the North York Moors. Look for the turning for Hutton le-Hole off the A170 north of Pickering. And then hang on for a real roller coaster ride...

Without a doubt, Blakey Ridge is 911&PW's most used ribbon of Tarmac, an apt description because at certain key points the road does just open up in front of you, snaking off into the shimmering distance. Well, shimmering

Applecross filling station, with historical signage. Filling up doesn't get much more remote than this

“ We can remember the NC500 before it was famous ”

Famous Blakey Ridge S bend. We took the 911 T to the 'Ridge' and beyond, hoping to finally bond with the 991 generation. We didn't



IMS SOLUTIONS



Porsche models at risk of an IMS bearing failure

The water cooled 911's Boxster's and Cayman's from 1997 through to 2008 are fitted with a ball bearing type IMS bearing which has proven to be susceptible to failure, this is with the exception of the Turbo, GT2 and GT3 models.

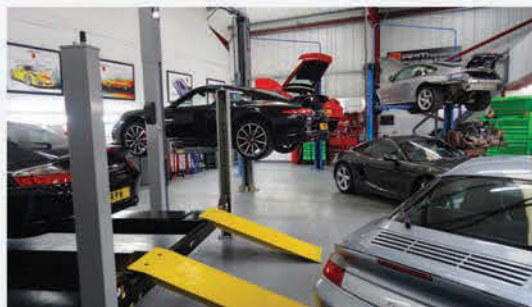
Porsche have used several types of bearings through production, initially using a dual row bearing between 1999-2000, then a single row bearing from 2001-2005 before switching to a larger single row bearing that has proved a lot more reliable than its predecessor.

Porsche Model	Manual	Tiptronic
Porsche Boxster 986	£1,409	£1,529
Porsche Boxster 987 (2005)	£1,409	£1,529
Porsche 996 C2	£1,409	£1,609
Porsche 996 C4	£1,459	£1,659
Porsche 997 Gen 1 (2005)	£1,459	£1,659

The above prices are for an LN engineering IMS pro bearing replacement and include all the parts and labour required, it also includes an engine oil and filter change. Additions to this price could be a new clutch or flywheel, but only if required. Prices listed are pre discount and subject to VAT.

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“ The ‘Ridge’ really does have its own eco system ”

on a good day, but the ‘Ridge’ really does have its own eco system and it takes a certain fortitude to survive a day up there, even in the summer. Still, at least I’ll be in a nice warm car and not wielding a long lens.

The Porsches we’ve collectively driven up here! But there is an elephant in the room when it comes to Blakey Ridge, which I feel I do need to address. Regular readers and Porsche folk will doubtless be aware of our

proximity to Malton, former home to Specialist Cars of Malton, the high-end Porsche dealer, which went into liquidation early in the year.

The circumstances surrounding SCOM’s demise are well recorded and clearly there are some affected third parties, for whom I feel strongly for. A lot of the amazing machinery that we have driven here over the years has been thanks to SCOM, there is no disguising that. There were never any deals going

on, or exchange of free advertising, just a willingness to toss us the keys to anything we needed and the freedom to then drive as hard and fast as required to get the job done. Without SCOM, some of our biggest features and group tests would never have happened and our collective Porsche on the limit knowledge would be much diminished.

So, Blakey Ridge has got the lot: high speed corners that really do test a chassis for grip and G-force. Suspension crushing undulations. Wide, fast and flowing, to narrow and jagged, a drive in anything performance orientated up here is an education.

Top Blakey Ridge drives or indeed drive? Well, a Carrera GT has to score pretty highly. I mean, what a weapon in all its road racer V10 glory! Sobering

Another tough day at the office. 911 Turbo group test on Blakey Ridge. Right: The long and winding road. 911&PW 30th Anniversary road trip, in late February 2020

It’s not all about 911s. Chilly adventure in 924 Carrera GTS and 968 Club Sport was memorable







now to think that it probably wouldn't even see which way a 992 Turbo went. That's progress, I guess.

An experience, but somewhat of a sobering one, I recall, such is the responsibility and the potential to get things badly wrong. Funnily enough, I shall never forget being up on the moors the following day in a 944S2/944 Turbo/968 trio and having arguably much more fun, safe in the knowledge that I could thrash away in each on the limit in relative safety. That's the problem with supercars...

The 911 Turbo is a bonafide supercar, but it hasn't scared me yet, until now. But strangely I'm not at the wheel, nor is Super Snapper Fraser.

In order to get the cover shot, we meet up with local friend of 911&PW, Andrew Maude and his 993 C2 for some tracking photography. Andrew's car featured in the Aug 2019 issue and it's good to catch up, chew the fat and marvel at just how massive 911 HUL is in comparison to his dainty 993.

Reward for Andrew's help is a blast in the mighty Turbo so I'm along for the ride. Andrew is a top driver with years of track days under his belt. Indeed he's just back from the Nürburgring. He knows Blakey Ridge intimately. So, what I'm saying here is I trust him

implicitly. And it's not until you're not fully in control, that you realise just how chuffing fast this thing is on a serious and challenging piece of road. It is bordering on uncomfortable. It's not so much that it will do 0-60mph in 2.7 secs, more that it will hit 125mph in just 8.9 secs, which translates into massive in-gear performance, the like has rarely been seen on the road. You can't simply unleash this sort of performance in full. You have to moderate and use it sparingly.

Time for one last blast up here on the 'Ridge', where after nearly 2000-miles of driving we finally have the road and space to do the Turbo some justice. Select 'Sport' on the steering wheel mounted rotary dial, aware that the rear wing is being deployed, the front splitter extended and the ride height lowered. For full control it's paddle time. There will probably never be another manual 911 Turbo.

Don't hang on white knuckled, just go with the flow and settle in for what is a truly special driving experience as the Turbo transforms itself into the hardest charging and enthusiast configured 911 Turbo yet. It really does feel more GT than any of its predecessors. Good thing or bad thing? Well, when the stars and the roads align, that's great, but it's

rather wearing when you're not really in the mood for compromises that come with that focus. Is it still my one and only forever Porsche? Hmm, I think I may well drop a level and simply go with a C4S. Less could now be more.

And we're done. Indeed, I'm done. Just the long drive home. Fifteen years of road tripping, with my photography partner in crime. He's still convinced the Frankie goes to Hollywood version of Born to Run, is better than the 'The Boss's' original, but apart from that minor bone of contention, it's been a blast. Time to do something else now.

I leave 911 HUL on the drive, in darkness, the hot metals ticking gently. Put the keys in the 'safe place' and go to bed. It's gone in the morning. **PW**



Friend of 911&PW and North Yorks local, Andrew Maude (right) helped out with snapping and brought along his 993 so that we could make obligatory 'isn't the modern 911, huge' commentry. It is, though

THANKS

To all at Porsche Cars GB for never being precious with test cars and just letting us get on with it. Even that time we accidentally took a Panamera Hybrid to Portugal... Sorry, Nick!

It's goodnight from me and it's goodnight from him. Goodnight! Below: Born to run...





Front turn signal, left / right, EU, for Porsche 911 / 912, 65-68, original production, Bosch, housing metal **550,00 €** per part



Front turn signal, left / right, USA, for Porsche 911 / 912, 65-68, original production, Bosch, housing metal **550,00 €** per part



Tail light, left / right, EU, for Porsche 911 / 912, 65-68, original production, Bosch, housing metal **671,00 €** per part



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PLAYING THE TRUMP CARD

On the way home from an airshow, two brothers played a game of Top Trumps on the back seat of their father's car. Now, 42 years later, one of them has seen his schoolboy dream turn from a photograph on a playing card into a 315bhp reality...

Words: Keith Seume

Photography: Andy Tipping





It was back in 1978 that a six-year old boy was sitting with his brother in the back seat of their father's Vauxhall Viva on the way home from an airshow at RAF Culdrose in Cornwall. To while away the time, the two brothers broke out a game of Top Trumps – that great 1970s card game that was every schoolboy's favourite. You won by out-trumping your opponents, with points being awarded for speed, acceleration, horsepower, etc. Everyone had their favourite cards and for the young Chris Rudling, his was the one depicting a Carrera RS...

His brother's favourite, chosen because of its top speed, was the Lamborghini Countach, but for Chris, the duck-tailed Porsche won hands down on the grounds that no other car in the pack could beat its zero–sixty time. Growing up in Cornwall, Porsches of any kind were a rare sight – something as exotic as an RS the stuff of dreams. But like many young schoolboys, Chris had high expectations, gleefully proclaiming 'One day, I'm going to have a Porsche!'. He admits to being a child obsessed – obsessed with the idea of owning a 911. 'Every birthday or Christmas, I'd ask if I could have a Matchbox or Corgi Porsche!'

Although as far as his dad was concerned a car was just transport – witness the Vauxhall Viva or its predecessor, a Morris Minor Traveller – he never belittled his younger son and would remind him of his dreams from time to time. 'In my



teens, I reckoned I'd have a Porsche by the time I was 21,' laughs Chris, 'but it wasn't long before I passed that milestone with my dream still not realised. Dad reminded me of my promise to myself, but I pointed out that while at university I hadn't been earning any money, so I reset my goal and chose my 25th birthday as the time by which I'd own a 911, then 30... But by then I had a young family, and a job that didn't pay well, and it just seemed like it was never going to happen.'

It wasn't long after that milestone that he started his own business – Carbon 12 Racing – in 2004 and began to realise that he was becoming, as he puts it, 'the master of my own destiny'. After a couple of years, Chris decided that he just had to go for it and realised that there were only

two ways he was ever going to own the car of his dreams: either save every spare bit of cash for the next several years, all the while hoping that values wouldn't rise too far in the meantime – or buy a cheap project and go from there, doing work as time and finances allowed.

He chose the second option as it would allow him to build a car exactly as he wanted it by taking full advantage of his skills as a machinist (Carbon 12 Racing specialises in CNC-machined billet brake products for Porsches and Alfas). 'Not that I'd ever built a car before!' he says. 'I figured if I made as many of the parts as I could myself, I'd save money – but of course, that doesn't take into account all the time spent in development, or buying the raw materials...'

His search homed in on eBay where, in

2008, he discovered a 911SC in Carlisle that had been abandoned, considered too far gone to form the basis of a worthwhile project, although that's not how Chris saw it. The car was little more than a 'roller', minus its engine, transmission, brakes, interior... You name it, it was probably missing. In fact, the only thing that wasn't missing was rust, of which there was an abundance – along with body damage, which included a substantial dent above the windscreen surround. But at £800, beggars couldn't be choosers and Chris dragged the sorry-looking hulk home.

Aside from the price, the 911 had few redeeming features and friends began to doubt his sanity. Chris brushed their comments aside, glibly suggesting he'd have it done in a year or two for, maybe, 'Twenty grand, give or take...'. But the

Gulf Blue shows off the RSR rep's lines to perfection. 'I didn't want any stripes or orange graphics,' says owner Chris

His friends all thought he was mad, but Chris Rudling spent 12 years creating his ideal 911 from this battered and bruised 911SC. He was a brave man to take on such a project...



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Bumper with air inlets in left and right side, front
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Bumper without hole for fog light, front
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 JP no. 1684101100
 Fits: Porsche 911 (2.0) 63-68



Bumper with hole for fog light
 DANSK no. 591004
 JP no. 1684100600
 Fits: Porsche 911 (2.0) 63-68



Bumper, front, S-model
 DANSK no. 591009
 JP no. 1684100700
 Fits: Porsche 911 S (2.0-2.4) 68-73



more he looked, the worse things became. 'From the start I knew I wouldn't be able to do a lot of the work myself. I'm not a bodywork person and roped a few people in to get their opinions and get things started.

'For the first couple of years, my enthusiasm came in waves – nothing much seemed to be happening and it was frustrating because it was work I couldn't do myself. I began developing some parts for it. I already had the brakes ready to go, but I decided to do 935-style fully-adjustable suspension and top mounts.

'My focus changed as the project slowly progressed. When I started out, I said "It's going to be a dedicated track car, hardcore all the way". But then I thought "this is crazy – I've never done any track work, and there are no tracks around here anyway!" so I then thought I'd build it as a car I could drive whenever and wherever I wanted. I'm not going to be precious about it – if the car gets scuffed, so be it. I mean, it's taken 40 years for the car to get to the point where it needed a full rebuild, and I'm not going to be driving it in 40 years' time, so let's build it to enjoy now!

From the start, Chris had in his mind an

RSR look-alike, rather than a regular Carrera RS. 'Back then, there were only a few about and living in the south-west you don't see many Porsches like this – certainly not RSR recreations!

'I wanted it to be sympathetic, rather than a perfect replica, a car that from across the street somebody might do an "Is it or isn't it?" double-take. But underneath I wanted it to be resto-modded, built to the way I wanted it.'

The car was passed from pillar to post as some so-called experts failed to live up to their promises, during which time Chris had been spending time designing and fabricating his one-off suspension set-up, which included the afore-mentioned 935-style fully adjustable front end as well as his own rear spring plates. As he was planning to run coil-over shocks all round, he was able to dispense with the torsion bars, fully Rose-jointing the suspension to give it maximum adjustability. The chosen shocks are fully-adjustable units from EXE-TC in nearby Exeter, Devon.

Another six months of body work hadn't left Chris impressed. It just wasn't to the standard he wanted, leading him to arrive on the doorstep of Steve Kerti's Classic

Fabrications, near Honiton in Devon.

Steve had to undo much of the work that had gone before, remounting the RSR-style widened wings (which came from Mark Darby at RS911) among a host of other remedial work. The roof had been damaged and as it was a sunroof model, the decision was made to reskin the roof in carbon fibre to save weight. Apart from that, the car is largely all steel, with only the bumpers and engine lid in glassfibre.

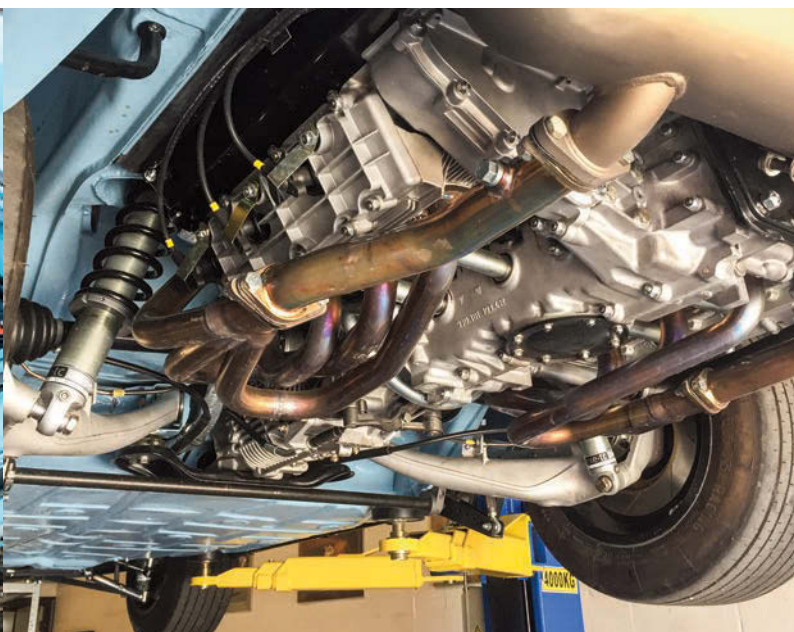
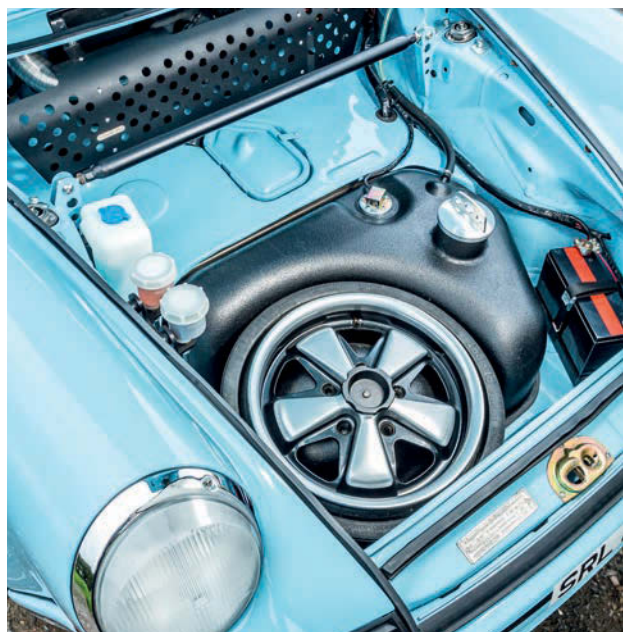
All the time the project progressed, Chris's dad followed it with interest. 'He was really excited,' recalls Chris. 'He'd be on the phone asking how I was getting on and I'd tell him about the parts I'd made. He'd then telephone the family and tell them all about it like I was some hotshot! I was excited about the fact that he was excited about it – it was a sort of bonding thing. When the car came back from being painted, Dad was really enthusiastic and we talked about going for a drive when it was all done.'

But then a bomb was dropped: his dad was diagnosed with terminal cancer. 'It was like the clock was ticking,' says Chris, 'and I put myself under pressure to get the car done. That was back in 2017 and I

Chris says he built the car to be driven, and doesn't worry about getting it dirty on the muddy lanes near his Devon home. Good for him, we say!

Opposite and below: 3.0-litre twin-plug engine was built by Tuthill and runs 46mm PMO carburettors. It pushes out a stout 315bhp

From spare wheel hold down and fuel filler cap to top strut mounts, the car bristles with details machined by Chris Rudling at his Carbon 12 Racing machine shop







CONTACT

Chris would like to thank his family for their support and encouragement, along with the following:

Tuthill Porsche: www.tuthillporsche.com
 Steve Kerti: www.classic-fabrications.com
 Dan Paddon: dppaintwork@hotmail.co.uk
 West Country Trimmers:
www.westcountrytrimmers.co.uk
 Classic Retrofit: www.classicretrofit.com
 EXE-TC suspension: www.exe-tc.co.uk

suddenly felt I'd spent all this time just messing about, not really getting anywhere, and now I had this timescale to work to. I told myself that I'd got to get it finished so he could see the completed project. I cracked on with it every night at home in the garage, making new stuff for it, adjusting parts I'd made previously, and by March 2019 I'd pretty much done my part on the car. It was largely finished apart from the engine.'

At this stage the 3.0-litre engine was little more than a pile of parts which Chris

your face, especially in a car that ended up weighing just 1010kg on the road.

The engine breathes out through a pair of race headers ('I wish I'd fitted a heater now,' laughs Chris) and into a Dansk RSR box. 'I'd originally chosen a Dansk "straight through" muffler but it was far too loud for the road – so loud, in fact, that Tuthill's refused to run the car inside their workshop!', he smiles. 'The gearbox is a regular 915, but I had Tuthill check it out, adding a stronger bearing support and fitting a ZF limited-slip diff that I wanted.'

dreamed up by Chris. He didn't want the randomly-placed stock switches, choosing instead to machine a new dash blank in which he has installed a series of small toggle switches. There's no lid to the glovebox, with a socket to power a phone charger tucked away out of sight ('I hate leads trailing everywhere!' says Chris).

While the gauges may be stock, the steering wheel and hub certainly are not. It's almost unnecessary to say that Chris machined his own hub, with a 'hockey puck' horn push assembly machined from billet, which can be used with either of the two steering wheels he has to hand: a suede-rimmed Sabelt or a more traditional Momo Prototipo.

There are other unique details, too, all dreamt up by the owner, like the billet door pulls, the window winders and the skeletal covers to the door speakers. 'I know they're not to everyone's taste,' says Chris, 'but I've always liked to have speakers exposed. The covers simply stop them from being kicked when you get in and out of the car...' Oh, and he made the door cards himself, too, covering the plywood panels in 3mm foam and then supple black leather.

The Safety Devices rear roll cage wasn't quite to his liking, so he modified that to suit, before having it also covered in leather. Trimming was taken care of by West Country Trimmers at Bovey Tracey in Devon.

The seats are from GTS Classics in the USA, trimmed in leather with grey tartan inserts. There are Schroth harnesses, a Wevo-style short-shifter and aluminium

Asked about the registration number, Chris points out proudly that it originates from his home county of Cornwall

“ ‘I just love the sound of carbs,’ smiles Chris... ”

had bought sometime previously. He booked it into Tuthill's to have the engine built to his spec at the beginning of April that year, the end result being a twin-plug 3.0-litre 'six' which has a pair of Tuthill's rally-spec cams, ported heads, boat-tailed cases and, as the crowning glory, a pair of 46mm PMO carburettors. 'I just love the sound of carbs,' smiles Chris. 'I know I could have gone with mechanical fuel-injection, but the cost of all the parts and set-up can be prohibitively expensive. I didn't want anything modern either, like ITBS, so the PMOs are perfect.' Johnny Hart at Classic Retrofit supplied the ignition boxes. Producing around 315bhp, it's more than enough to put a smile on

The wheels are Braids all round: 'Genuine Fuchs in the right size – 9-inch front, 11-inch rear – were too costly and the Braids are a great alternative, well made and looking the part. I went to Longstone Tyres for a set of Michelin TB15s (well, what else could you fit on a car like this?), which are fantastic once warm.' TB15s, being road-legal competition tyres, use a different sizing formula to regular road tyres, so the fronts – marked as 18/60-15 – are the equivalent of 215/55 x 15s, while the rears – marked 26/61-15 – equate to 295/40 x 15s.

The interior really bears close inspection as it's full of little tricks



Seats came from GTS Classics, trimmed in leather and grey tartan to Chris's spec. Door handles are all home made, as are the pedals and door panels. We love it!

EXE-TC supplied the coil-overs, but Chris machined his own anti-roll bars and fabricated the suspension arms. He also made the brake calipers and hubs. Wheels are by Braid, shod with Michelin TB15s

floor boards. And that one-off throttle pedal is worth a closer look, too. 'I wanted something like the one used in the 917s,' says Chris, 'but they're simply a piece of flat steel bent and reinforced from behind. I wanted something more stylish, so designed and machined my own from aluminium billet.'

Carpets? Dissatisfied with aftermarket kits he tried, Chris cut his own using home-made templates...

The final body prep and paint was carried out by Dan Paddon at DP Paintwork. The Gulf Blue seemed a natural choice as far as Chris was concerned, and it shows off the RSR lines to perfection. 'I didn't want to add too much more to the car, no stripes or Gulf orange, just the Porsche graphics along the sides. I wanted to keep it simple.'

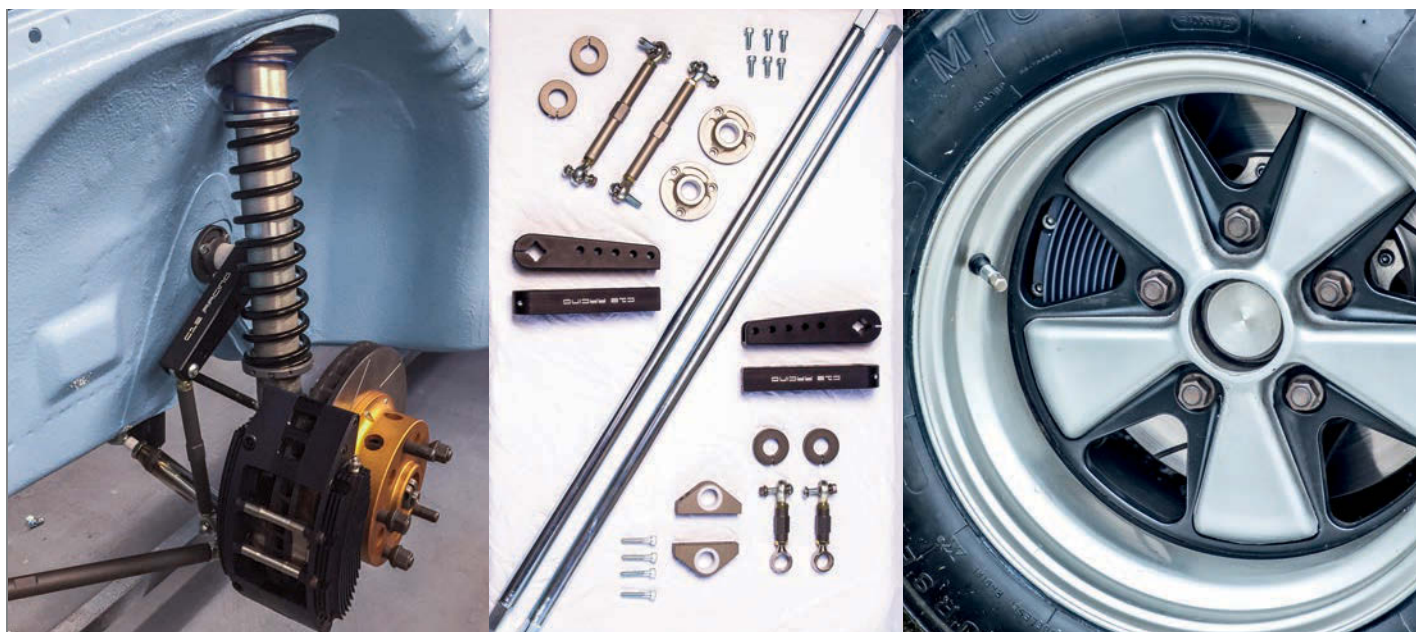
Shortly before the car was completed, having looked over his son's shoulder every inch of the way, encouraging him and talking about the drives they would share together, Chris's father sadly passed away. It was a bitter pill for Chris to swallow, but he knows his dad would have approved of the finished project. But what did he think when it was time to take to the road for the first time?

'Well, you have to bear in mind that I had never driven a 911 before...' Hold on. You spent 12 years building your dream Porsche yet you'd never driven one? 'No, I decided early on that I didn't want any preconceptions about how the car should or would drive. I forced myself not to give in, despite numerous opportunities to get behind the wheel of a 911. The problem was, when I did finally take to the road, I

had no idea whether I'd got things right or not!' laughs Chris. Well, having seen the car perform, we know that he did get things right, for the RSR re-creation looks and sounds as awesome as the real thing – and drives better than Chris's wildest expectations.

It may have been 42 years since Chris Rudling decided as a six-year old that he wanted a Porsche and taken 12 years of graft to see it finally hit the road, but this Gulf Blue RSR is one schoolboy's dream come true.

Which brings us to one final story: 'When I brought the project home, my eight-year old daughter was really excited when I told her I'd be able to drive her to school in a Porsche in a couple of years. She's now 20 and I never did get to do the school run!' **PW**



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CLIMB EVERY MOUNTING

A series of loud and heavy thumps from the engine compartment of your 986 Boxster, or your 987 Boxster or Cayman, could be nothing more than a collapsed front powertrain mount. Chris Horton shows how we have – so far – tackled the job in our own 986-model ‘S’. Photographs by the author



Another month, and another Boxster how-to story. And no apologies for that, either. The earlier mid-engined roadsters and coupés – and certainly the higher-mileage 986s – are quickly becoming the go-to, real-world alternative to not only the older transaxle Porsches (924, 944, 968 etc), but also to the lower tier of water-cooled 911s, now that even those are steadily gaining desirability and thus financial value. So, the engine is in the middle rather than, in the case of the latter, right at the back. But it's still behind you, and the iconic view forward through the

windscreen is all but identical.

But there is one big difference between them. In both model ranges the power unit, the combined engine and transmission, is in effect suspended from three triangulated mounting points: one towards the middle of the chassis, and a pair at the rear. In the 911, this places the single point beneath the gearbox; in both the Boxster and the Cayman it's under the front of the (even heavier) engine. Whether that has any significant effect on the loads placed upon the device, or its life expectancy, is impossible for us to say. What is beyond doubt, however, is that in many – probably most – 986s and

987s of a certain age and mileage, the combined metal and rubber bushing will be significantly degraded, with a dramatic effect on not only the smoothness of the drivetrain but also on the car's overall road manners.

We know this from experience, because even after having both of its catastrophically worn drive-shafts replaced (see last month's how-to story), our own 986-model Boxster 'S' was still suffering from the most appalling roughness from somewhere between the transmission and the road, no matter how careful we were with the throttle and the clutch. And on particularly bad surfaces – of which there are so many

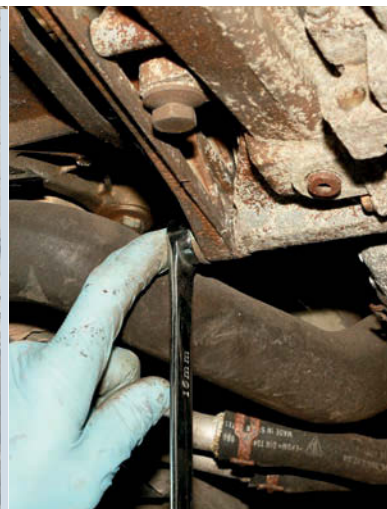
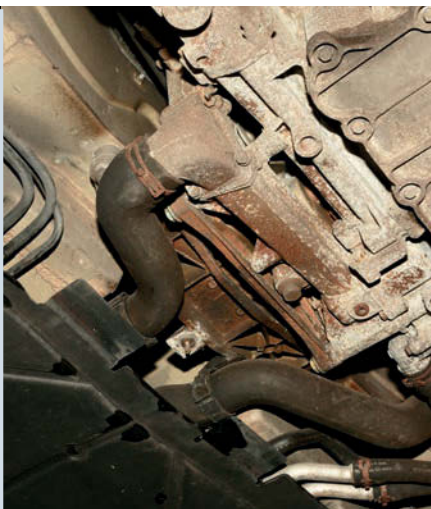
The easiest way to access the engine mounting in a 986 or an earlier 987 is with the car on a lift, but Darren Gardiner (left) reckoned he could have done it 'on the floor'. You will need to support the front end of the power unit. Inset picture shows our 'interim' ebay mounting, reinforced with silicon, and below that the remains of the one on the car to start with

The first step is to remove the rear section of the plastic undertray.

Look out for missing and/or broken fixings, and be ready to order some replacements. The mounting itself is in two parts: one half secured to the front of the engine, the other to the body shell. Between them, on the engine side, is the classic metal and rubber bushing (see left), designed to offer insulation against both noise and vibration. In order

to remove the entire assembly, undo the four M10 nuts securing the front/chassis side to the floor, and the four M10 screws holding the other section to the crankcase.

Crucially, the upper two screw 'holes' are, in fact, slots, allowing the conjoined brackets to be angled down at one side for easy withdrawal



these days – there was not only a series of similarly unpleasant metallic thuds from the nether regions of the chassis, but also the disconcerting impression of something very heavy swinging vigorously from side to side just a few centimetres behind us. The classic tail-wagging-the-dog scenario.

Darren Gardiner, who had so kindly replaced the second of the two drive-shafts for that how-to story last month, confirmed his suspicions by placing the car on a lift, and then having yours truly partially and as harshly as possible let out the clutch. Even the blind man who I have previously (and jokingly) suggested carried out the last MOT would probably have been able to discern, from beneath, the front of the crankcase – albeit hidden

by the undertrays – bouncing up and down a good couple of inches. And if it was free to move that far in those directions, then it was almost certainly swinging equally violently sideways, with an obvious effect on the car's lateral stability through corners. Something Would Have To Be Done.

Covid-induced cash-flow crisis notwithstanding, I was all for simply buying a brand-new mounting from Porsche – albeit without knowing at that moment precisely what it consisted of, or how much (other than probably quite a lot) it might cost. Darren, for his part, was as generously confident as ever that the problem could be fixed far more cheaply for the sake of some lateral thinking and a few minutes spent

trawling ebay. Indeed, he soon found a listing for a complete second-hand mounting and the associated pair of cast-alloy brackets for just £30 including postage, and assured me that at that price we really couldn't go wrong.

Sadly, he was on this occasion only partially correct, because the item that turned up was itself showing signs of wear and tear, once I had separated the two halves of the assembly – but at least, unlike the one in the car, it was essentially intact. (And I think it's still worth considering this route, if you can be confident that the vendor, unlike our man, isn't selling what is essentially scrap.) Even in the face of this setback, however, Darren was undaunted. 'Don't worry,' he assured me, 'it's basically

TECH: HOW TO



No less helpfully, the four nuts are on studs with hexagonal ends that (should) allow them to be unscrewed from the floorpan, once again to provide required clearance. Note that it is not necessary to drain the coolant – the two moulded hoses are flexible enough to be pulled out of the way, once you have released them from their plastic clips attached to the body side of the bracket. It looks like a dauntingly tight squeeze in there, but for once this set-up appears to have been designed on the premise that the brackets need to be easily accessible for this procedure without also having to remove the entire engine and gearbox assembly

fine. Once we have filled all of the voids between the rubber and the metal casing with silicon it should be as good as new. Then we can fit it back on the car – which is pretty straightforward – and see if it makes any difference.

'It has to be a lot better than the original mounting, and even if it soon deteriorates it will at least buy us time to find and fit a brand-new replacement

bush to your original bracket. There are several after-market ones available, including one from Design 911 for about £35, I think. If we're going to fit that we'll need to remove the remains of the old bush, of course, but given the condition it's likely to be in already that should be dead easy, and I have access to a press to squeeze the new one into position. And even without that I'm sure

we could achieve the same result with a large bench-mounted vice.'

Our pictures, then, tell the story so far. That is to say, the original mounting brackets (both engine side and chassis side) removed in their entirety, and temporarily replaced with the ebay assembly, and the bush within the latter duly filled with silicon sealant. And it was, indeed, a quick and simple job,

To separate the two parts of the bracket, and thus to reveal the bush, simply undo the two M10 nuts and bolts passing horizontally through them. What we found inside ours you can see on both the first page of this story and in the sidebar opposite. No wonder the engine felt like it was trying to tear itself off its mounting(s); in a way, it already had. Our ebay purchase wasn't a lot better, but for £30 it was hardly worth sending it back – and it did provide us with both some spare 'stop' rubbers (arrowed) and a complete bracket, to which we shall later be fitting an after-market bush from Design 911. We would have included that process here, but it seems the parts are on back order – and unfortunately this is my last how-to story for 911&PW



THE KNOWLEDGE

This was arguably not the most efficient way of tackling our Boxster's remaining behavioural issues, but with more time on our hands than money it was at least worth a try. Cost of the second-hand mounting assembly from ebay (ie both halves of the bracket assembly) was £30, and to that we shall in due course be adding another £40 or so including carriage and VAT for the after-market bush from Design 911. A replacement mounting bracket and bush (ie the engine side) from Porsche costs £96.11 plus VAT, and in all cases you should be looking at no more than a couple of hours to install, with perhaps another hour to fit a new bush to an old bracket. An OEM bracket and bush costs £140.63 plus VAT and carriage from Design 911, or £86.82 plus VAT and carriage for an after-market item.

You might also need the two so-called engine-mount stop rubbers – they fit either side of the bush, within the confines of the body-mounted part of the bracket, and presumably help prevent unwanted lateral movement. Luckily for us, both the pair on the car to start with and the two that came with our ebay purchase appeared to be in good condition. Even from Design 911, OEM parts are listed at a rather surprising £21.68 each, plus VAT and carriage, and so from that point of view we are still 'up' on the ebay deal.

Key to fitting a new bush to an old bracket, should you wish to, is carefully removing not only the bush's central metal section, but also

as much of the remaining rubber as possible – but in our case that would be unnecessary because, as you can see (below right), the thing was pretty well annihilated. You then pass a hacksaw blade through the outer ring and, having reconnected the blade to its frame, cut almost but not quite through the ring. The trick, fairly obviously, is to weaken it such that it can be collapsed with a hammer and punch, and slid out of the cast-alloy bracket. The bracket is substantial enough that a very faint mark from the blade won't be a total disaster, but naturally it's best avoided if possible.

No less obviously, the design of the bush is such that it is essential to position the new one correctly, with the flatter part of the steel central section pointing straight upwards (the bracket has a cast-in mark that presumably denotes the required datum point), and with the two bolt holes vertically aligned one above the other. A degree or so's error either way is probably no great problem – and perhaps unavoidable unless you happen to be particularly fortunate – but by the same token you don't want the rubber to be placed under any unnecessary strain once it's back in the car and attempting to do its job

for the next however many years.

Note, by the way, that the procedure described here applies specifically to all 986 Boxsters, and to pre-2009 987 Boxsters and Caymans. The gen 2 987s – and the 981s, for that matter – follow much the same basic principle for their engine mounts, but the bracket containing the bush is in both latter cases slightly different. The Design 911 website is probably the best place to gain a quick overview of which bits fit what cars, and what they all look like – and arguably to buy from, of course. More at design911.co.uk.



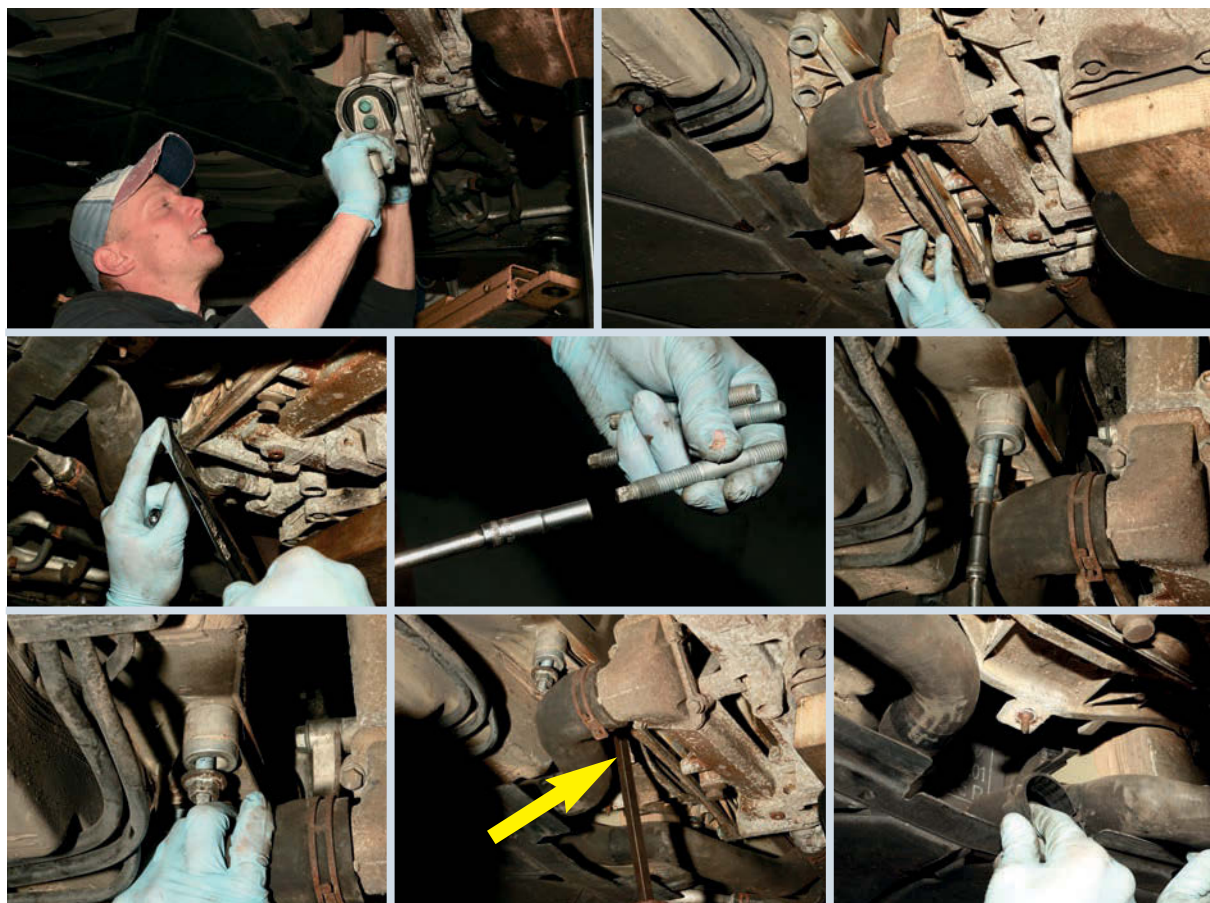
thanks in part to some clever (and arguably unusually thoughtful) design of some of the fixings, and the use of both a lift at Maundrell & Co (thanks, David) and a transmission jack to support the engine – although Darren was again confident that he could have done the job with the car on the floor and a trolley jack. That would have made it difficult to shoot any decent photos,

though, so I was happy to 'cheat'.

What we haven't yet done is to buy and fit that after-market bush, most likely from the aforementioned Design 911 (design911.co.uk), but I have described the basic principles in the panel above. And while the car is now far better behaved, there remains that same worrying tendency for it to feel like it's skipping sideways over

pot-holes – even when travelling in a straight line. I'm convinced that's due to the worn rear track rods, and/or a consequent discrepancy in the geometry, and with a pair of new ones now obtained from buycarparts.co.uk I am happy to believe that another Saturday in the workshop with Darren Gardiner will work wonders. Thanks, mate. You're a star! **PW**

Replacing the reassembled bracket is just as straightforward as removing it – but remember to refit the four studs, using those handy hex-headed ends, only after the brackets are back in position. The slotted holes allow some movement of the entire assembly, with the aid of a suitable lever (arrowed), before you tighten any of the nuts/bolts, but it should be self-evident when the engine is correctly aligned, with no undue strain on the transmission mounts at the rear. Don't forget to refit the two coolant-hose support clips



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PROJECTS

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THE TEAM

STEVE BENNETT

996 C2

It's a few weeks since I penned the opposite ramble. So has anything changed? No!



Things are even weirder and it's very much winter, so a new Porsche can be a treat for the spring.



KEITH SEUME

914

Well that's summer come and gone, but the 914 has been out and about rain or shine.



OK, so it leaks occasionally, but so does the driver. Next stop, some new roof seals, I guess.



CHRIS HORTON

924S, 944, BOXSTER

For the latest on the Boxster, check the following pages for what has been some



satisfying progress, including an oil change and a peek inside the bores with a borescope...



BRETT FRASER

BOXSTER 986 3.2S

Nothing like a new set of boots for your Porsche. I'm delighted with the Goodyears that I'm now running,



and grip under braking is now helped by actual new brakes, too!



JOHNNY TIPLER

BOXSTER 986 3.2S

Where to start? Boxster ownership has been trialsome of late, as you will read. Just



getting an MOT has been a challenge, but we're there now and the wonky suspension has been sorted, too.



JEREMY LAIRD

CAYMAN 987.2

So how is it going with my new 'forever Porsche'? Well, all good thank you very much. The PASM suspension is a new feature for me and the factory LSD still locks, which is good!



GONE BUT NOT FORGOTTEN

Bennett has sold his 996 after five years of ownership and a suspension project that became an unhealthy obsession. So what's next? Perhaps a bit of a Porsche rest and then, maybe like everyone else here, a Boxster



STEVE BENNETT

996 C2

Occupation:

Editor,

911&PW

Previous Porsches:

Carrera 3.2 and

numerous 944s

Current Porsche:

996 C2!

Mods/options:

Ohlins coilover

suspension,

Eibach adjustable

suspension arms

This month:

Sold to a nice man from Wales

Track attack: Bennett's 996 in earlier Bilstein/Eibach guise, super low on 17s. He liked the stance, but not so much the ride

Just shy of 10,000-miles in five years. Or to calculate another way, 2000-miles per year. That's not a lot really, and it's what's done for my 996.

Quite simply I wasn't using it enough, so I decided to sell it. And why wasn't I using it? Well I'll come to that heresy later.

Back in 2015 I concluded that I needed a 996 in my life for a number of reasons. Firstly, I had my first formative 911 experience with a then new 996 Carrera 2, back in 2000, thanks to the Porsche Press Office bunging one in my direction for a week. The penny dropped. Despite being a motoring hack of quite a few years' standing and steeped in hot hatches, various homologation specials of the day, plus Caterham 7s and Lotus Elises, I hadn't driven anything quite like a 911. I loved its balance, grip, steering feel and noise.

A couple of years later I bought a Carrera 3.2 on the basis that I couldn't afford a 996. There's an irony there...

Anyway, back to the plot. I sold the aforementioned Carrera 3.2. It did me proud for six years and I even sold it for a bit more than I paid for it, figuring that I could probably have another, one day. And then the prices went mad and I realised that no, I would probably never have another one. Which is why I was determined not to miss the 996 bus.

OK, maybe I was making a virtue out of a necessity. A 996 was really all I

could afford at the time, but I figured the right one would be a manual Carrera 2, in that it would be the enthusiast's choice moving forward. And I wanted a dead ringer for that first test car.

Shouldn't be difficult I thought, especially in silver, but actually once all the Tips, Cabs and Targas have been discounted, it's amazing how few manual C2s there are/were.

Eventually I happened on just the car. A super early silver 1998 Carrera 2, with some choice options like a limited slip diff, MO30 suspension and hard back sports seats. Perfect, and all for £13,000.

Indeed, it was so perfect I flew all the way to Edinburgh to buy/collect it. Would I have bought it had it been more local? Hmm, best not go there.

Superficially it looked great, but from a driving point of view, I had forgotten just how stiff the MO30 option is. That test car was running on standard suspension and 17in wheels...

Anyway, suspension can be sorted I told myself and so handed over the cash and drove home, from Scotland to East Anglia. The very next day, I took my 'new' 996 to RPM for a comprehensive health check. Talk about arse about face! The full gamut of 996 issues were flagged up. Various worn out suspension arms, corroded discs, leaking air con condensers etc. Fortunately, the engine was in fine fettle, passing a borescope test.

Ever the purist, only 17in wheels would do, but offset against the ubiquitous 996 silver in a fetching anthracite





At Bruntingthorpe, sharing photo space with RPM Technik 996 during 911&PW's mega 996 suspension shootout

Still, this gave me a chance to tackle the suspension issues. I decided the MO30 had to go so I swapped it out for standard Bilstein dampers, with Eibach springs and standard 17in wheels, plus adjustable Eibach/RPM 'coffin arms'. It looked great all slammed, with the wheels tucked into the arches, but the Eibachs were too stiff... Or was it just me? Suspension is a very personal thing after all.

And thus started a journey which turned into something of a personal quest and one that nearly drove me round the bend. Off came the standard dampers and the Eibachs and on went an Ohlins RT (Road and Track) coilover kit, expertly fitted by Design 911. With infinite damping control and ride height adjustment, I figured this must be the way to go.

Following fitting, I then proceeded to suspension gurus, Center Gravity for a full geometry check and set up. And wow, don't they know their stuff, but no amount of set-up genius can change the fact that the standard, out of the box springs are just too stiff for UK roads. Can you sense a theme here?

So, back to Ohlins we went. And to cut a long story short, we eventually arrived at a set-up that works properly

on typical UK roads. That's to say one that works with the road, rather than, seemingly, at odds with it. By way of illustration as to just how radically we changed the spring rates, the 60Nm rate front springs that came with the RT kit eventually found their way onto the rear end, replacing the RT kit's standard 120Nm rated spring. So yes, we halved the rear spring rate, while opting for a 40Nm front spring.

Further tweaks involved swapping out the MO30 roll bars for standard roll bars, and a further change of wheels to a lesser-spotted ten-spoke, 17in 996 wheel and the lightest available O/E rim, with a set of Michelin boots.

And did all this work? Not half! This was my 996 set up exactly how I wanted it and working properly on my favourite roads. The whole exercise taught me a great deal about suspension set up and that most off the shelf kits are just not fit for purpose, or that we've convinced ourselves that somehow a stiff, spine compressing ride equals improved/sporty handling, when it's nothing of the sort. My suspension/ride quality reference points were Lotus Evora/Alpine A110 and I'd like to think that, with Center Gravity's help, that's what I achieved.

And yet, now it's gone. Well, yes.

Firstly, it was always the second/summer car. Winter destroys cars in this country, particularly winter out in the rural sticks, where I am.

And secondly, I've got a two-seater sports car. Of course, I'd love to say it was a Boxster, but it's not. It's a cheap Mk3 MX-5. Cheap enough not to be precious about and also fun enough to make digging the 996 out seem pointless, except for longer journeys, which as a home worker are few and far between anyway. The Mazda is 95% as much fun as the 996, for 100% of the time. Jump, throw the roof back, enjoy.

So, what does this say about me? Well, perhaps it says that I'm not the hardcore Porscheophile that I once was, and that if I was buying another Porsche now I would probably be looking at a Boxster, and I really never thought I'd say that. Also, I'm done with dicking about and modding cars...

The 996 is gone, to an enthusiastic new owner. I even made a couple of grand on it, which can't be bad. What's going to follow? Will it be a Boxster? I reckon it could well be, but not just yet. Things are all just way too weird, so I'm just going to keep my powder dry for the time being... **PW**

Below: With the right spring rates, the Ohlins kit transformed Bennett's 996. Right: Just part of an epic suspension refresh





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THE END OF THE AFFAIR

After nearly 25 years, and goodness knows how many editions of *911 & Porsche World*, consultant editor and former editor Chris Horton is moving on to pastures new; perhaps even retirement. But he'll have plenty of Porsche and other car projects to keep him busy



It is always nice to finish things on a high note, so I am delighted to report that Project Boxster has made some valuable progress this past month or two, since the ending of the first coronavirus lockdown. It's the start of a process that, given the car's apparently sound basic condition to start with, should help keep it running reliably and economically – and above all enjoyably – for many years to come. And that, as you will see at the end of this piece, is going to be a very useful asset here at *Werk Horton*.

The most significant repairs you might have read about in my last three how-to stories: a new ignition switch (October), two replacement drive shafts (November) and, in this edition (see pages 78–81), for the time being something of an experimental solution for the completely collapsed engine mounting. And that last session in the workshop, courtesy of Maundrell & Co technician Darren

Gardiner, brought with it the chance to carry out several other important tasks.

The one I was most anxious about was changing the oil and filter. Not because it's difficult – or not with the car on a lift, anyway – but because of its potential to shatter fondly held illusions, especially in any recently acquired vehicle. But the old lubricant was a reassuring dark brown in colour, with no signs of metallic swarf within it, and crucially none inside the filter housing. The element itself had some debris trapped between its folds, but small particles of carbon, rather than tell-tale shards of metal. (And that is, of course, what the filter is there for.) Even so, I have taken the precaution of sending a sample to Millers Oils in West Yorkshire for their expert analysis. No word on that yet, but I am not expecting bad news.

With the last dregs of oil draining out – which can take up to half an hour, even when it's at full operating temperature – Darren cast his experienced eye around

the rest of the underside. He quickly spotted that, despite no obvious engine misfires, several of the coil packs were delaminating due to corrosion, and sensibly suggested having them all out for inspection. This, too, can be an anxious time, with the chance of one or more of the 12 Allen-head securing screws rounding out, or even breaking, but Darren made sure his key was a snug fit by tapping it in with a hammer, and they all came out without a struggle. (And would later be refitted, naturally, with copper-based grease on the threads.)

I can't remember precisely what we found in terms of coil packs, but suffice it to say that they were something of a mixture of makes, and at least two had been damaged by that all too common delamination process. (Unlike the rear-engined 911, for no obvious reason other than presumably cost, the mid-engined Boxster has no shields to protect the coils from mud and water thrown up by the

CHRIS HORTON

924S, 944, BOXSTER

Occupation
Consultant editor, *911 & Porsche World*

Previous Porsches 924S
Current Porsches

924S, 944, 986 Boxster

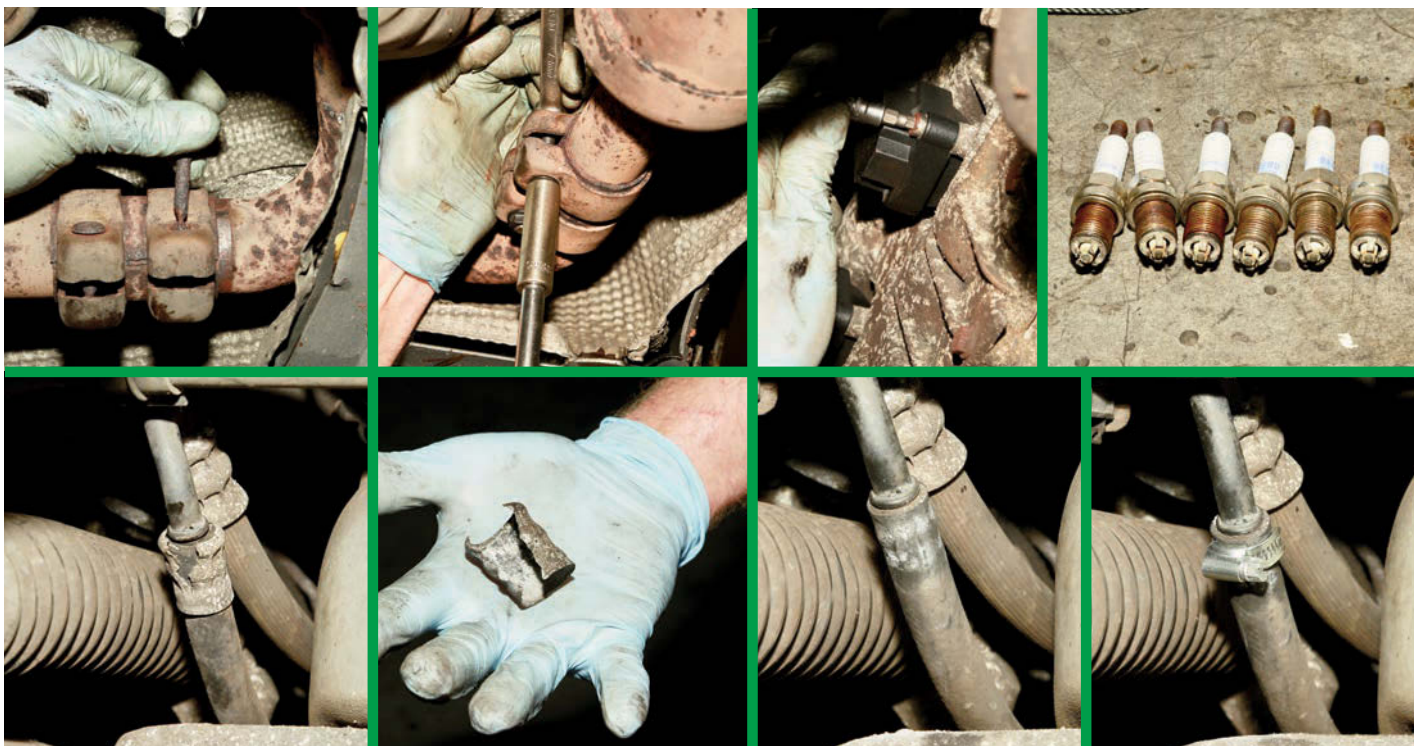
Mods/options
All three cars are basically standard – and none the worse for that

Contact
porscheman1956@yahoo.co.uk

This month
An 'interim' new engine mount for the Boxster (see also pages 78–81), plus tackling a stack of other jobs that should see it right for the next few months at least

The one slight disappointment was the small amount of grease oozing from the replacement right-hand drive shaft's CV joint (below, far left), but it should be OK for a while yet. Engine oil was reassuringly clean – unlike undertray, thanks to an old leak from the RMS. Exhaust clamps easy to fit without disturbing pipes





The larger pair of the four exhaust clamps needed only new bolts and nuts to replace the comically corroded originals. Removing the coil packs was a slightly daunting prospect, but care and patience won the day. Spark plugs all OK – and thankfully so too were the cylinder bores, with not a hint of the dreaded scoring. Last job of the long day in the workshop was an improvised but perfectly acceptable ‘repair’ to the power-steering pipe inside the car’s right-hand front wheelarch: basically a simple but effective worm-drive hose clip to replace the crimped-on job designed to speed initial assembly

‘Road closed’ (the A40 near Tetworth in Oxfordshire, for the record), and the end of the road for Horton’s nearly 25-year association with *911 & Porsche World*, but hopefully not with the endlessly fascinating world of Porsche. Look out for more of his tech stories on Facebook, and maybe elsewhere

rear wheels.) Being a magpie like me, however, Darren had some used but viable spares from cars that had been previously fitted with engine sets of six, and so now mine is proudly sporting a full complement of OE-pattern Beru units. Waste not, want not, and all that.

This process, of course, gave us access to the spark plugs, and so it seemed only sensible to have those out, too. No obvious problems there – and as you will note from the accompanying photo they were all the right colour in terms of combustion – but again we felt it best to fit a brand-new set while we had the chance. And with the plugs out, well, it would be just plain foolish not to have a butcher’s inside the cylinders with a borescope, wouldn’t it? I have no photos of that process, primarily because I was holding the console of the Snap-On unit, while Darren manipulated the business end – and also because a screen grab of unmarked metal is pretty meaningless – but let’s just say that for a 155,000-mile M96 engine all six cylinder walls are in near-perfect shape.

Again like me, Darren enjoys cleaning things, so next he turned his attention to the oil-covered rear undertray. In truth, this needs taking off, in conjunction with the bracing bars, and given a thorough going-over in a degreasing bath (and I shall be doing that myself when I have a quiet moment and some dry weather), but a few minutes’ work with a spray of brake cleaner and many handfuls of paper towel made a big difference. The fact that this area of the car was so oily is an obvious sign that the crankshaft seal has been weeping for years, but I’m sure it is no more than a weep, and so with other fish to fry – and from the old oil in the sump no indication that the IMS bearing is breaking up – I intend to ignore it. Time enough for that when I have to change the clutch. If it ain’t broke...

We were beginning to run out of hours by now, but just a couple of small jobs to do: fit the new exhaust clamps I had bought a few months back – although the absence of the old ones appeared to have made no difference to the security of the connections – and finally to replace the rotted ferrule on the end of the power-steering hose inside the right-hand front wheelarch with a worm-drive clip. Replacing the plastic undertrays at the rear had revealed the not unexpected shortfall in the required coarse-threaded plastic nuts, so we made a list of those and any other missing items to buy, and with the car still at a convenient height on the lift it was all too obvious to see the leaves stuffed inside the air intakes in the front apron. No wonder, then, that the air-con doesn’t work, but with winter now well on the way that can wait.

And I am beyond doubt going to have plenty of time to deal with these and other issues over the coming months. As you may be aware, *911 & Porsche World* has changed hands and, as is often the way with these things, that leaves me without a ‘position’. I am saddened, of course, but after more than 40 years as a motoring

journalist, and nearly 25 on this magazine alone, it’s time to move on – and perhaps even to consider retirement. Whether you will read about my Porsches again in these pages I don’t know, but I can’t see me giving up the long-established habit of fixing them, photographing them and writing about them any time soon, so who knows? Maybe we’ll see each other again on Facebook – and I shall certainly be posting about my automotive experiences, as and when I can.

Meanwhile, my heart-felt thanks to all of the many, many Porsche people – both ‘official’ and independent – whom I have met and worked with over the last quarter-century, and to at least some of the writers and photographers and other colleagues who provided material and services, back in the days when I was editor. You know who you are! Above all, thanks to you many thousands of loyal and enthusiastic readers, a significant number of whom I have had the pleasure of meeting, and especially back in the halcyon days of the late 1990s when we attended so many show events at places like Althorp and Highclere Castle. **Auf wiedersehen! PW**



TESTING TIMES

Johnny Tipler's Boxster has the blues in more ways than one, having endured a raft of work in order to get its MOT, but still the camber issue lingers on



The pigeons have come home to roost. I mean, literally – they're occupying a valley on my house roof, cooing away with their newly hatched progeny, starting off at some ungodly hour. But, in terms of Boxster maintenance, even though the car hasn't been used much due to lockdown and this organ being furloughed, I now find that issues stored up since last year are now needing remedial attention in order to get it through an MOT.

Overconfidently, a few weeks ago, I handed it over to Patrick at William Hewitt Porsche near Wells-Next-the-Sea, and he took it for its test. It was rejected on more grounds than inhabit my coffee cup.

Top of the list was the corroded brake pipes. Next up, emissions, legal levels being unattainable because of its race cats. And then there was the small matter of wheel alignment. Ever since I travelled to Belgium for my good friends Kobus and Gael Cantraine's wedding almost a year ago, it has not behaved itself, especially in the wet, and its rear camber angles massacred a pair of ContiSports in a couple of months. I blame the notorious Belgian pavé, particularly the stretch near where we were billeted, its medieval surface deformed by the assault of modern agricultural machinery. The result was that the Boxster's back end was prone to dance around when crossing white lines in the wet, and all manner of tweaks and twerks have since been tried in a bid to rectify this waywardness. Now, we have rejected the 996 Carrera wheels it's been using since returning from Brussels, because we felt that the 20mm spacers necessary to compensate for the offset of the 996 rear wheels (not an issue with the Boxster version of this 18in

wheel style) confused the rear alignment settings. So, although we now have the rather wonderful Group4 Fuchs reps back on, the offside rear camber is still incorrect. Having replaced the control arms – which were so corroded they had to be literally ground off – Patrick believes the only thing left to try is a new damper on that corner. So, Ian Heward at Porscheshop is sourcing a single MO30 damper as we speak, and the next Our Cars bulletin will deliver the verdict. The abandoned 996 Carrera wheels were wearing a set of Vredestein Ultrac Vorti Giugiaro tyres, which I'd endorse as very durable in the general wear and handling context, but the Fuchs reps needed their ContiSports replacing. I find it interesting to read people's tyre preferences on the forums, and can't understand what some folks have against Contis, which I think suit 996s and 986s perfectly well under normal circumstances. Problem is, Continental no longer manufacture the correct size fronts in N-rated spec. However, by fortuitous coincidence my pals at Elan PR asked me to evaluate a set of Falken Azenis tyres, which I've previously only used on the 1-Series Beemer family hack, when they've been both grippy and hard-wearing. Imperturbable Kingsway Tyres Norwich duly fitted the Falkens on the Fuchs, and we'll shortly see how they perform on the Boxster when it's fully tracked and cambered up. In fact, I did use the 986 last week as the GoPro'd-up camera car on a shoot with an Aston Martin DB6 racing car, which was being shaken down on a disused aerodrome ahead of October's La Carrera Panamericana. Camber and alignment issues notwithstanding, the Boxster clung on impeccably, and kept pace with the classic Aston around the high-speed perimeter curves – think

Snetterton without the barriers, a circuit where my snapper Steph Ewen of Red Fin Photography is normally at home shooting BTCC and British GTs. So far so good on the Falkens!

Earlier on, in the throes of the MOT mission, those brake lines needed replacing. Here's Patrick's account of his actions: 'For starters, the pipes were badly corroded and worn out. We've renewed all of them, and there were specific problem points, like the steel union in an alloy block – so you already know what's going to happen – and the pipe simply pulled out as I undid it. The threads had just corroded away to nothing. Anyway, we've replaced everything right the way through, including the one that goes from side to side over the top of the engine.'

At the first attempt at getting a pass, it also failed on emissions readings, so we decided to try changing the air mass sensor and see if that would do the trick. Although it took things in the right direction and helped settle down the tickover (not that I'd perceived any particular problems with that) and generally improved engine running, it didn't solve the issue of the too-high emissions. Patrick correctly deduced that, although the race cats were fairly new – a couple of years old – by replacing one side with a standard cat (twice as big) it would get under the required minimum codes. And so it proved.

That gave us the required MOT chit, but in the course of trying to correct the wheel alignment, Patrick also fitted a new pair of control arms. It was a matter of trial and error, figuring out what lay at the heart of the matter, because clearly something had to be to blame for the camber issue. If you stand back a few yards and look at the back of the car, it's fairly obvious that the offside rear wheel has more

JOHNNY TIPLER

BOXSTER S

Occupation:

Freelance writer, author

Previous

Porsches:

Carrera 3.2, 964 C2

Current

Porsches:

Boxster

Motors/options:

Modified induction set up/K&N filters, remapped ECU, Dansk exhaust

Contact:

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This month:

Coaxing the Boxster through an MOT along with some drastic suspension arm hacking

The Group 4 Fuchs replicas make a welcome reappearance on the Tipler Mobile. The blue wrap is holding up well, too



Those of a nervous mechanical disposition look away now. This is what can happen when steel meets aluminium, or when previous assembly doesn't include Copperslip or similar. Suspension arms had to be drilled and cut out

negative attitude than the nearside, which is almost upright. Nevertheless, in the quest for accuracy, the bottom arms had to be renewed, just so that box was ticked.

Patrick was nevertheless sceptical: 'I don't think it's the bottom arms that are at fault,' he declared, 'because if you'd bent the bottom arm, the bottom of the wheel would be tucked in, in positive camber, wouldn't it, whereas if you've got the top of the wheel in negative, it suggests that the fault is going to be that leg.' To clarify, there are a number of terms for this piece of kit: I'd call it the damper or shock-absorber – wrapped by the coil spring – but it's also referred to as the strut, upright, or indeed, leg.

To remove the corroded lower arms, Patrick had to resort to the methodology of the smithy, taking a saw, drill, heat and WD-40 to remove the corroded

bolts. 'These are adjustment bolts, and I'm quite surprised, with all the adjustment stuff you've had done on this car, that they were so seized up. If you look at the heads on them, they're offset, like an egg; it's offset so that it goes through your suspension leg (damper), but again, that's not even a mild steel bolt, it's strong as hell, but it's made of alloy, and where it goes through the arms, they just corrode, absolutely solid. And then the lugs on the chassis push this arm in and out, and so you end up with a mixture of wear and corrosion, and they were pretty horrific. So, I had to use an air axe to cut through on one side, which took forever, and the other side I kept drilling holes in it until I made a nice big hole; I kept soaking it and tapping it until it freed off, and then I could knock the bolt out. You've got to be careful because you've got your chassis there.

This is not uncommon for these to do that, and that's why we now use ceramic grease. Other people don't bother to use any grease – they just put a new bolt in and leave it at that.'

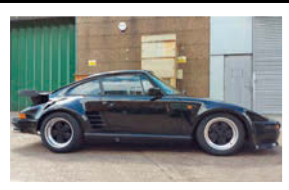
That sets the scene for a trial fitment of a new damper and going through the wheel alignment process once again, because all the other variables should be in order. As I drove home on a mixture of North Norfolk country lanes and a stretch of coast road, even without the alignment being set up the car felt smoother around the corners and some of the raggedness which I'd accepted as being part and parcel of sportscar motoring, given the lowered and stiffened suspension, was partially ironed out. The brakes felt stronger, too, but then you think, well of course they must do, given the work that's gone into the system, but that's what you want to think because it's cost you a lot of money! **PW**



Back on the ramps for another geometry set up. Next month, it may be sorted!

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BEATING THE LOCKDOWN BLUES

To borrow – and slightly to misquote – a famous old joke from the late Bob Monkhouse: they all laughed when I said I was going to become a motoring journalist. Well, they aren't laughing now. Which seems an appropriate introduction for what will be, after many more editions than was probably good for me, my final *Technical Topics* column for this magazine.

I thought long and hard about the best way to sign off my nearly 25-year association with *911 & Porsche World*, and finally decided to offer

you a digest of a project I have been assembling for the last 12 months or so. I had always hoped that we could have made a bit of celebratory splash with it in these pages, once life starts returning to some semblance of normality, but clearly that was just not meant to be.

I sincerely hope, then, that you will enjoy my suggestions to help you to get more from your beloved Porsche. My list was begun before the pandemic, and I have deleted items rendered impracticable or even unlawful by ever-changing

circumstances. What's left, however, might make this dreadful business that little bit more bearable until we can all begin to put it behind us.

I haven't attempted to place my ideas into any kind of preferential order. And I am not even sure what my own favourites would be. Deliberately, however, I have left the one I consider to be the most important – and arguably the easiest and certainly the most pleasurable – until the very end. I guess you'll just have to read on to find out what that might be. Enjoy! **PW**

- Keep your Porsche clean. It will look better, you will feel better about it, and you will become aware of developing problems. Pressure washers are a great way of cleaning both body and chassis, especially in winter. The better automatic car washes are generally Porsche-safe now, and even a bucket and sponge is a simple way of keeping on top of things. Don't bother with old-fashioned chamois leathers; the microfibre cloth is king
- Learn how to do some basic maintenance and save money: oil change, brake pads, plugs, filters etc. Tackle some not so basic stuff, too. It can be easier than you might think
- Cheap tools and equipment are false economy, so buy the best, and look after them. Always get good 'peripherals', too: nitrile gloves that don't tear as you put them on, inspection lights that work
- Join a Porsche club. There are two in the UK – Porsche Club GB and The Independent Porsche Enthusiasts' Club (TIPEC), and both offer a number of benefits in addition to the simple social pleasure of 'belonging'. There are factory-approved official Porsche Clubs in most other countries (note the upper-case 'C'),

and many other independents, too

- The best place to buy spares depends on the model and item in question, and there is a huge after-market, but don't overlook your Porsche Centre. It will, of course, supply only the best-quality original-equipment items, and sometimes surprisingly competitively. For access to a complete database of illustrations and part numbers go to nemigaparts.com

- Be prepared. Assemble a kit of the basic tools and spare parts and other equipment you might need for those long (and even short) road trips. Always carry an in-date fire extinguisher, and make sure you know where it's stored. Carry a good torch, even in high summer, plus a first-aid kit, high-vis jackets (for all occupants), and a warning triangle

- Make sure you know how to change a flat tyre – and what to do if your Porsche doesn't have a spare. And if that is the case, consider carrying one – if possible. If your car has locking wheel nuts make sure you know where the key is, and depending on the model and the use it routinely experiences, consider changing them for plain ones – 'lockers' are often more trouble than they are worth

- Organise your garage. Filing cabinets make great improvised tool chests, if you can't run to a Snap-On roller cabinet.

A good outdoor car cover is the next best thing if you don't have a garage – but don't abandon your Porsche beneath it for weeks or even months at a time. Park on a good, solid surface: concrete or Tarmac are best, and avoid grass or bare earth – they just encourage corrosion

- Preventive maintenance is the key to long-lasting reliability. Fit new parts – and especially consumables such as belts and hoses – *before* they break, not just after. Change brake fluid at the required intervals, and perhaps at double that frequency. Prevent rust taking a hold on exposed components by regularly spraying with a wax/oil-based product

- Buy the book: ensure you have the correct driver's handbook and other standard information for your model. A workshop manual, too – the older printed ones are often available at autojumbles or on eBay; digital versions for the later cars via all manner of sources. Note, though, that all the official publications assume a basic level of knowledge, and tell you what to do and in what sequence,

not *how* to do it. On-line forums can be useful, but with the obvious caveat that it's empty vessels that make the most noise. Facebook groups can be better, but still treat them with caution

- Use it! Your Porsche, that is. That doesn't have to be every day – although even an elderly specimen can be a practical (and affordable) commuter car if you look after it – and in the longer term it will only benefit from the exercise. If you can't use it, work out how best to store it so that it won't become a world of pain when you do finally drag it out again

- Establish what spare parts you are likely to need over the coming years – consumables, plus items that are known to go wrong, wear out or break – and buy them in when you can, to keep in stock. Even if you don't use them you should be able to sell them again, either with the car or without, and perhaps for a profit

- Work out the quickest and most efficient way to raise your car for safe and convenient access to the underside. It should be easy, given the abundance of jacks, stands and other equipment now available, but can be anything but – the car will have been designed to be raised

With *911 & Porsche World's*
consultant editor, Chris Horton



on a garage lift. Practice makes perfect, though – and jacking-point adaptors are a big help. Never venture beneath any vehicle that is not supported on suitable stands on a level and stable surface

- Shop around for the best insurance, plus breakdown cover. Set up reminders on your phone or other device for road tax and MOT – don't rely on the DVLA to tell you. Know what documents you have to carry – and always take them with you on a long trip, certainly abroad

- If you are going to modify your Porsche, do so in moderation. Certain things – 944 'throttle cams', for example – are cheap enough, and work well enough, but some stuff is simply expensive bling. Overly large brakes, wheels and tyres, plus impossibly low and rock-hard suspension, might look good (or not), but can be a liability on the road – and will almost certainly lead to an increase in your insurance premium

- Keep organised records – bills for parts and work done, or the dates and mileages when you did it yourself. Think how much you appreciate that in a car you buy. Noting fuel (and engine oil) consumed might be a bit OCD, but looks impressive when you come to sell

- Always use anti-seize lubricant on threads when reassembling components – especially if they've been difficult to get apart. You never know when you'll need to do the job again. Arm yourself with an effective penetrating/releasing agent. And remember that in most cases Porsche recommends not greasing wheel studs/nuts – or not the threaded areas

- Your Porsche, and certainly your older Porsche, was designed as a sports car. So, when life starts getting back to normal, do some motorsport in it. That doesn't have to be full-on circuit racing – sprints and hillclimbs can be an enjoyable and cost-effective way in without the commitment of a full season. Trackdays, too, are a great introduction to the thrill of circuit driving, but make sure that both you and your car are up to the challenge. It can all go wrong horribly quickly, especially at the brutally fast Nürburgring

- Learn how to drive your Porsche as competently as possible, both on road and track, perhaps with professional tuition. If you own a Cayenne, or even a Macan, try to do at least some very basic off-roading. You will be amazed

- Notwithstanding the dangers of a random programme of modifications, consider updating your older model with subtle improvements using modern technology. Originality/authenticity may be important, but so too are the things we all take for granted in modern cars. Audio systems are probably the most obvious and the easiest, followed by lights (stick to incandescent bulbs; LEDs are more trouble than they are worth), brakes (but see above) and perhaps engine cooling
- Love the one you're with. Whatever Porsche you have, there will always be someone with something seemingly – but not necessarily – better. So, don't be too concerned if you have 'only' a

pre-Varioram 993, or perhaps a 964 Carrera 4 Cabriolet instead of the iconic C2 coupé you were after. Or a Boxster 2.5 instead of a 3.2 'S' They are all still great cars – and even that early Boxster should still be capable of nearly 150mph

- Learn how to take good photos of your car(s). There's no excuse for anything less given today's user-friendly cameras – and some of the more recent published photos of the Horton fleet have been shot on an iPhone. Pictures are the perfect way to document a restoration, and a number taken at strategic intervals will give you an invaluable reassembly guide

- Keep on top of body maintenance, rust and so on. It's distressing to have to deal with a single blemish on an otherwise pristine panel, but it will only get worse if you ignore it. Same for under-body issues: they won't heal themselves

- Rather than buy an expensive set of new wheels, spend some money having your old ones refurbished – perhaps even every couple of years. It will make a huge difference to the car's appearance. Keep them clean – which might avoid the need for further refurbs – and use a torque wrench when tightening the nuts/bolts

- Have a regular suspension geometry check carried out. That's something else that will make a massive difference to the way your car drives, and a good operator will soon spot any nascent problems with dampers, springs, and not least bushes

- Choose the right tyre. Some offer better ride and refinement than others, others have optimum grip – but all are a

compromise. It might even mean having two sets of wheels – especially if you use winter tyres and/or do trackdays. Keep your wheels/tyres accurately balanced.

Tyre pressures are crucial – and a potential legal issue. By far the best way to maintain them is with your own mains-powered compressor and a garage-quality combined inflator/gauge

- If you must have music while driving, fit an appropriate sound system. That could mean a period-style radio in an earlier 911 (Becker, perhaps), or a simple, good-quality modern unit for a 944, 968 etc. Avoid gimmicky, plastic devices that are way out of character – although an MP3-compatible unit might now be useful for connecting your iPod

- No standard Porsche has ever left the factory with inadequate stopping power, and to fit bigger discs or even simply harder pads (without knowing what you are trying to achieve, and why) can be a complete waste of time and money

- Many Porsches have an Achilles' heel; a fault that, sooner or later, will manifest itself in just about every example. Find out what yours are, and keep an eye open for future problems – and fix them. But don't meet trouble halfway. By no means all M96 flat-sixes experience bore-scoring and IMS problems

- At some time in its life your Porsche might have a flat battery. Know how to use jump-leads safely and confidently – basic instructions should be given in the car's handbook. Know how to disconnect and reconnect the battery – and if a back-

up power supply is needed to preserve the radio code. Know how to open the electric boot and bonnet releases with the emergency pull-cables provided

- Know how to use a tow-rope and the screw-in eye that should be provided in the toolkit, both front and rear. Use a tow-rope with hooks, if possible, instead of nylon rope, which can be difficult to release. And know, too, the basics of both towing and being towed. Many modern Porsches, and particularly those with automatic transmission, cannot be towed with their driven wheels on the ground for more than just a few metres

- If you (or your insurance company) consider a separate alarm/immobiliser necessary, then invest in a genuinely good one – even if that means discarding the system in the car now. Some devices were never that easy to live with, and only become more eccentric as they age

- Make sure your Porsche really is what you thought it was before you bought it (if, of course, you didn't do so before handing over the money...). Know where its VIN/chassis number is located, and what the various characters denote. Buy a Certificate of Authenticity from Porsche Cars GB or the relevant importer for your country – they are not expensive, and can tell you a great deal. They can be a good selling point, too

- Don't be tempted to use again – or even to keep because 'they might come in useful' – parts that really are at the end of their lives, or which were designed to be used only once. They'll only come



The onset of autumn shouldn't mean that you have to stop driving your Porsche – and certainly not your zinc-coated 'modern', like Project Boxster. It won't shrink in the rain, and a hard-top makes it as weatherproof as any coupé

TECH TOPICS

With 911 & Porsche World's
consultant editor, Chris Horton



By no means all Porsche fixes and mods are DIY jobs, but be sensible and you could find there are more within your skill set than you might think

back to haunt you with a premature failure. Try to use aircraft-industry standards of maintenance and repair. That said, specialised items from particularly significant or historic cars should always be retained if they form a part of its essential character

- **WYAIT, or While You Are In There:** think ahead, in other words. Combine related repair jobs, even if it means spending more money ahead of time. If you have your 944's gearbox out for new final-drive bearings, then have a new clutch fitted – and vice versa. Perhaps even take the fuel tank out for a thorough check and refurbishment. And notwithstanding the hysteria often surrounding M96 IMS bearings, it would be foolish not to have yours renewed (with the standard Porsche part, we suggest) whenever the clutch is changed
- **Make sure the heating/ventilation and air-con system works properly, especially in an air-cooled 911 – which needs all the help it can get in that department.** The comfort that it brings is vital for enjoyment and safety, winter or summer – and likewise the ability to keep the windows clear of mist and ice
- **Ensure that all of the car's minor systems and accessories work properly – window motors or manual regulators, mirrors, clock, even door handles and locks (and door check-straps). Replace worn keys (and locks) for reliability. Make sure you have spare keys – and know where they are – especially if you are on one of those long road-trips. Give a set to your partner for safe keeping**
- **Spend some money on things that can make a huge difference to the way you interact with your car: steering wheel, gear knob, pedal rubbers – and there is a safety aspect to those, of course. Fit new door cards – especially in older 911s they can become very scruffy. Even have a full repaint – expensive, but potentially a**

lot cheaper than changing the car (or letting yours deteriorate still further). Worn-out upholstery can usually be refurbished. A so-called 'wrap', while still pricey, is relatively quick and easy – and if you don't like it you can peel it off and start again. Have a damaged windscreen replaced – by someone who genuinely knows what they are doing, and has experience of Porsches. A badly fitted glass can cause all manner of structural and cosmetic problems in years to come

- **Carry a set of spare fuses – in the glovebox if there are no spare locations in the fusebox itself – and know where they fit (the handbook isn't necessarily an accurate guide). Relays, too: the infamous DME unit in a 944, especially, plus any others that are known to fail**
- **Know – or keep a note of – the correct oil for your car (both engine and transmission), and carry a small quantity with you for topping-up, at least for the engine. Monitor oil consumption as a rough guide to the engine's health – and periodically back it up with a cylinder leakage test carried out by a specialist. Have your used oil analysed for the contamination that could well give you an accurate early warning of your engine's deteriorating health**
- **Always change the coolant/anti-freeze in accordance with the manufacturer's recommendations to avoid corrosion in the engine's internal waterways. And dispose of the old stuff safely – it's highly toxic to both animals and people. (Evans Waterless Coolants are not poisonous, however, and for this writer that is one of the best reasons for using them in any engine's cooling system, never mind their resistance to boiling.) Check water pipes and clips for security**
- **Doing a big conversion project, or a rebuild? Or even just planning to keep your Porsche for a long time? Then buy a spares car. That's not always as cheap**

as for lesser marques (obviously!) but can still yield a huge quantity of useful small parts, as well as the bigger stuff such as engine, gearbox, suspension, wheels, trim and so on. Transaxle cars are especially affordable, so too early Boxsters, 996s – and soon, given the number now built, Cayennes...

- **Some say Porsches are better with left-hand steering, because that's how they were originally designed. So, try a left-hand-drive version of your own car – if you haven't done so already. You might be pleasantly surprised enough to want to buy it, or one like it**

- **Keep wipers and washers on the top line – with an anti-freeze additive for cold weather. That's vital for safety, but makes a big difference to the overall driving experience, too. Don't forget the 993's**

tiny 'buffer' to prevent wind noise – and it's always best to buy genuine blades

- **Know how to get into your (modern) Porsche if – when? – the electrics/locks etc have failed. Study the rest of the owner's manual for all the hints and tips you need BEFORE there is some dire emergency. Programme your breakdown or recovery service's number into your phone. It could be worth adding the details of your local Porsche Centre and/or independent specialist, too**

- **Modern Porsches come with all sorts of 'connectivity', but for older models you can achieve much the same convenience with a good windscreen-mounted sat-nav and a £30 headset for your phone. Buy a dash-cam, too, and perhaps even a second, rear-facing unit to deter tailgating Sprinter vans...**

Above all, DRIVE your Porsche, whenever and wherever – and as spiritedly as – you possibly can. Because the time will come when, for all sorts of reasons, you will be unable to. ENJOY it, too. And crucially that can mean simply looking lovingly at it. Looking after it. Washing and waxing it. Preserving it for posterity. And knowing that, whatever the authorities might decide in the name of spurious, vote-catching environmental concerns, you own one of the most iconic examples of arguably the single most important technology of the 20th century – and perhaps even the 21st century, too



An open-top Porsche on a perfect summer day. It's what we are all dreaming of, surely – and with luck it could once again become a reality. Either way, that's me done with magazines for a while. I'm off to enjoy all my own cars! This photograph, and the heading shot on page 94, by Matt Howell

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BUYERS' GUIDE

911 CARRERA 3.2

The 911 Carrera 3.2 arrived without fanfare in September 1983, for the 1984 model year, looking little different to the 3.0SC it replaced. The key change was the engine capacity increase from 3.0 to 3.2 litres, the new version of the flat-six producing 231bhp at 5900rpm and 210lb ft torque at 4800rpm, increases of 13 and eight per cent respectively. As before, the manual gearbox was five-speed, the notorious "915" unit.

Other refinements over the 3.0SC comprised the fitment of Bosch Motronic engine management, hydraulically operated engine cam chain tensioners, and enlarged brakes. A new style of road wheel was introduced, the 15-inch "telephone dial" rim.

From the start, the Carrera 3.2 was offered in regular and Sport Equipment form, the latter factory variant proving popular. It had 16-inch Fuchs wheels, firmer suspension, deeper front spoiler and a prominent rear wing similar to the 911 Turbo's. However, a car so equipped isn't necessarily a Sport model (the name they were generally known by) because the various items were available as individual options.

A Carrera 3.2 could be also ordered in Super Sport Equipment form. These amount to 911 Turbo lookalikes, clothed in the blown car's wide-arched, be-winged body, and with its uprated suspension, brakes and wider wheels, but still running the standard Carrera 3.2 engine. The "lightweight" Carrera Club Sport ("Carrera CS" graphics, less equipment, firmer suspension but the same power) was made available

in 1987, a model that has now accelerated way beyond the others in value.

The Carrera 3.2 was produced for six years and close on 81,000 units, the last models off the line looking virtually identical inside and out to the first ones, and the engine spec unchanged. Yet it was updated on a yearly basis, with the 1985 model year cars, introduced in September 1984, having revised suspension dampers, shortened gearshift, improved seats and heating system, and a four-spoke steering-wheel.

For 1986, the 911 gained uprated anti-roll bars and suspension torsion bars, electrically adjusted and heated mirrors as standard, and optional central locking. The fascia switchgear was tweaked slightly and larger air vents were installed.

The 1987 season model is the milestone many prospective buyers aim for. It was from then on that the "G50" gearbox was fitted, the Getrag-built unit replacing the Porsche 915, and accompanied by a larger, hydraulically- rather than cable-operated clutch, its larger casing necessitating changed rear suspension mounting points (you can tell a G50 by the reverse position, to the left and next to first).

In autumn 1987, changes majored on equipment. The Fuchs wheels, the 911's traditional iconic rim design, returned as standard to replace the telephone dials, while electric seat adjustment and headlamp washers were also thrown in. For the final year of production, 1989, 16-inch Fuchs wheels became standard and an integrated anti-theft system that worked off the ignition key was installed.



OVERVIEW

This is very much a 911 of the old school. The seats are supportive, but everything else about the car feels basic: the un-designed dashboard with dials obscured by the steering-wheel, the hit-or-miss heating, and the high noise. But the Carrera 3.2 is a thrill a minute. The engine is glorious and acceleration is still quick by today's standards, the unassisted steering communicative, and road grip leech-like – until it suddenly isn't.



PORSCHE 911 CARRERA 3.2

Engine:	3164cc water-cooled flat-six
Max power:	231bhp at 5900rpm
Max torque:	210lb ft at 4800rpm
Transmission:	5-speed manual
Brakes:	Vented discs front and rear
Wheels (front, rear):	6Jx15, 7Jx15; Sport 6Jx16, 7Jx16; Super Sport 7Jx16, 9Jx16
Tyres (front, rear):	195/65, 215/60; Sport 205/55, 225/50; Super Sport 205/55, 245/45
Weight:	1210kg (non Super Sport)
0-62mph:	6.1sec
Max speed:	152mph
Fuel consumption:	28.6mpg (EEC average)

WHAT YOU'LL PAY

£20,000-£30,000: Privately offered or at auction, tatty car probably with issues
£30,000-£40,000: Superficially sound looking, with some hidden rust
£40,000-£50,000: Reasonable condition, private and dealer sales
£50,000-£60,000: Starting point for really well sorted cars offered by specialists
£60,000-£90,000: The best cars – rust-free, rebuilt engine and as new interior

THE PROBLEMS

Engine

The air-cooled flat-six, with its dry-sump lubrication, is loved for its simplicity and durability. But at something over 100,000 miles it is going to need a partial rebuild, or what Coventry-based independent Porsche specialist Martin Brown (+44 (0) 7831 489654, porschetechnicservicing.co.uk) refers to as an "inspection overhaul". This generally comprises the removal of the cylinder heads and barrels and the renewal of the seals at the base of the cylinder liners, fitting new piston rings, and checking the valve guides and their oil seals. Also, the crankcases need to be split and the main and intermediate bearings should be checked. 'The cause is basically mileage – symptoms are primarily oil leaks, smoking, particularly on the overrun, and excessive oil usage,' says Martin.

Exhaust, heat exchangers

Check that the exhaust is leak free, because the system is not only expensive, fitting is a very time consuming job. Of equal importance is the condition of the heat exchangers – if these have corroded, little or no heating will be supplied to the cabin. Again, this is an expensive part that takes a long time to fit; the nightmare scenario is when one or more of the dozen rusted nuts securing the heat exchangers to the engine breaks off during attempted removal, potentially turning the task into an engine-out job.

Transmission

The G50 gearbox is less troublesome than the 915, which tends to trash its second gear synchromesh. But if a 915 is in good shape, the difference between it and the G50 is not as great as might be imagined, Martin reckons. It's likely that either will have had a rebuild by now, but if not may well need one soon.

Brakes and wheels

Most Carrera 3.2s are driven infrequently, which can create problems. 'Through lack of use, we find that calipers often seize up, causing the brakes to stick,' Martin warns. 'If you can't push the car, at least one caliper has seized and you'll have to jack the car up to discover which ones are affected.' However, the cure can be to remove the caliper pistons and polish them rather than replace the whole caliper.

Ensure the Fuchs wheels, with their black centres and silver outer rims, are the genuine article. 'Most of the "second source" Fuchs are about a third heavier than genuine Fuchs,' Martin insists. 'It can be difficult to tell the real ones from the replicas, but if you put your fingers behind the spokes, the Fuchs will be more sculpted than the others.'

Bodywork

Check for rust on the front wings under the headlamps. 'This area gets a constant supply of water from the road,' says Martin, 'and the bumper, which is aluminium, corrodes too, near

the indicators.' The fuel filler on the nearside front wing is also vulnerable, rusting on the surface where the filler mouth is located. Moving further back, the metal just below the screen can rot, and rectification is complicated by the need to remove the windscreen. The B-posts rust around the door latch striker plate, and if this is not visible from the outside, you may be able to see the extent of the corrosion by looking inside the rear wheel arch.

Underneath, of great importance is where the rear suspension torsion bar meets the body, and of the condition of the "kidney bowls" either side that provide chassis strengthening. 'In both cases they must be in perfect condition because they are very expensive to repair,' Martin warns. You're likely to see rust around the rear lamps, and on the fuel tank. 'Look at the fuel tank around the drain plug, and if you see corrosion there the whole tank is suspect – and a new tank is not cheap.'

Electrics

Make sure everything works, because fixing electrical problems can be very time consuming. 'If the sunroof is not working it can be very costly to fix, it's usually the racks that fail, which are a long piece of wire that pull the roof open and shut' Martin explains. You may be luckier with an apparently failed electrical seat adjustment. 'Nine times out of 10 this is because a coin has slipped down between the central console and the seat, and jammed it,' he reveals. **PW**



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PORSCHE 911



1993, 69000 miles, £30,000. Porsche 911(964) Carrera 2 cabriolet Original condition. In colbot blue with a blue hood and white interior. Some minor re-conditioning required. Please call 07912763527, East Midlands.

100720

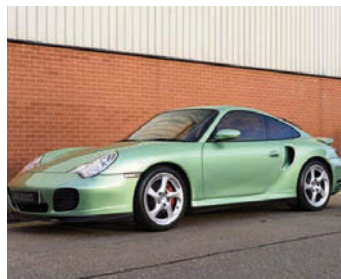
PORSCHE 911



1996, 35259 miles, £54,999. Carrera cabriolet, 6 speed manual, in excellent original condition in midnight blue with marble grey leather, complete service history and books pack, last service at 35,066 miles (main dealer). 17" alloys, beautiful, well cared for classic Porsche. Please call 07595 218406, South West.

103944

PORSCHE 911



2002, 16380 miles, £79,950. Features an all-wheel drive system and was available with either a 6-speed manual or a 5-speed Tiptronic transmission. It has revised styling and a wider stance than the naturally aspirated 996 Carrera models, along with new bi-xenon headlamps and a fixed rear wing. The Turbo also came with VarioCam Plus and stability management, and on the US models, an electronically adjustable rear spoiler was included which would rise at a speed of 76 mph (122 km/h) and lower at 36 mph (58 km/h). The bodywork was also revised to allow airflow to 3 radiators up front and to accommodate 18-inch wheels and tyres. Please call 07850 888880, South East. (T)

101292

PORSCHE 911



1986, £41,995. A great example of a nicely maintained example of a 3.2 Carrera. Originally supplied in Germany, this car was imported into the UK in 2001 by Formulae Fuchs before being supplied to the current owner later that year!. Please call 01623 411476, East Midlands.

103036

PORSCHE 911



2006, £23,995, 88000 miles. 997 Model 3.8 Carrera S. In silver. 4 owners from new. Originally sold by Porsche Centre East London, with an abundance of extras. These include, Tiptronic transmission, Auto dimming mirrors, Rain sensors, Heated seats, MF steering wheel/smooth leather, Tiptronic buttons for steering wheel, Porsche cast wheel caps, Automatic speed control, Top tint windscreen, Park assist and Sunroof. Full Service History, with recent services. Please call 01636812700, East Midlands.

103175

PORSCHE 911



1972, £139,995. 2.4 E. This is the very rare Oil Flap edition, which was made for only one year. The first owner was classed by Porsche as a Privileged Client and was able to order her cars direct from the factory, which she did in 1972. The car is painted in Velvet Green, a Rolls Royce colour. The only Porsche to leave the factory in this special colour. The client collected the car on the 30/12/72 and drove it back to London, registering it in the UK on the 28/06/73 as PMD227L. In the later years the car was seen for sale in Nottingham and bought by the last owner. It was then sent to one of the countries Specialist Porsche restorers where the car was stripped and repainted. The interior has also been done by a specialist trimmer and is stunning. This a chance to own a very rare 911. Please call 01636812700, East Midlands.

103196

PORSCHE 911



1983, 114000 miles, £79,995. 2dr, finished in Zinc Silver with Navy Blue Full Leather. Electric sunroof, electric windows and central locking. Comes with a Large History File. New tyres recently fitted. Please call 01485 541526, East of England.

103814

PORSCHE 911



2006, 50000 miles, £29,995. 3.8 C4S, 6-speed. Finished in Carmon red metallic with sand beige full leather interior and with options costing close to £15,000. This Porsche has just been inspected and serviced and has no known faults or issues and wants for nothing. Please call 07885742090, East Midlands. (T)

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DEALER TALK

911 VIRGIN

Based near Uxbridge in Middlesex, 911Virgin has occupied Tom Harris for two decades, where Porsches ranging from early 911s to GT models and Cayennes and Macans are bought and sold. David Sutherland found out what makes the business tick



What and when was your first Porsche job?

I started with 911Virgin 20 years ago straight out of university, joining my half-brother Henry Firman (left in photo) and his wife Sharon.

Where have you progressed to since then?

I've swapped bucket and sponge for keyboard and mouse. As a business we've worked hard in adapting to a changing market, establishing ourselves as an approachable and trusted supplier and buyer with a focus on quality, detail and dependability irrespective of price point. Our typical stock encompasses every 911 from the 1976 Carrera 3 through until the gen 2 991 as well as all versions of Cayman and Boxster. We also buy and sell Cayennes and Macans.

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

We recently supplied a 2006 987-model Cayman S to a returning customer at £17,995. At the other extreme a genuine 930 Turbo SE factory Flachbau (which was one of 39 built) with a six-figure price tag was recently snapped up, again by a customer we knew.

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

A well sorted and well cared for 986 Boxster in any guise would make an excellent and

usable first Porsche.

What warranty do your customers get on cars they buy?

A fully comprehensive three-month/3000-mile warranty (whichever occurs first) with the option to extend through to 12 months at a cost of £500. The extended period provides cover against mechanical failure in the drivetrain (engine, gearbox and ECUs) up to the purchase price of the car.

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

A very high percentage, and something we work hard to maintain. Repeat custom is the keystone of any decent retail business. We've built many strong relationships over the years that develop through multiple transactions. Some of our more prolific customers have re-visited us more than 30 times!

What's presently the best value used Porsche?

Best value doesn't always mean cheapest, so I'd go with a 996 911 GT3 (Mk1 or Mk2). A good one is an incredible car and excellent value when considering its pedigree and limited production run.

Which is the used Porsche everyone wants?

There's been a definite shift in focus over the years, with buyers actively seeking "good" cars ahead of specific

models. Asked the same question a decade ago I'd have given a specific answer but the process of buying a car has evolved as has an understanding of how condition and provenance can vary from one vehicle to the next.

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

That's a difficult shout in a market that hasn't seen natural price rises in a number of years. Arguably the 996 GT3 hasn't fulfilled its full price potential when held up against some of its older, equally rare, air-cooled cousins...it might have legs.

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

A 993 911 Carrera 4S finished in Viola metallic with sunroof delete. Just two of the 181 UK cars were finished in this colour. A beautiful car in sublime condition that I'd like to have kept.

What was your first Porsche?

A 944S

What is your all-time favourite Porsche?

A 964 911 Carrera RS

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PICKED OUT FROM THE CLASSIFIEDS: EARLY BOXSTER

There's something fascinating about cheap Porsches, so we decided to highlight the cheapest one we could find from a used car dealer on a given day – and no surprise that it was an early, 2.5-litre Boxster. We saw it on Auto Trader, offered for £3000 by Talal Autos in Rotherham. What we didn't expect at this price was a replacement IMS bearing, a factory hardtop, new brakes and two new tyres.

Mileage was stated at 112,000, with five owners and a claimed full service history, while the full, two-tone leather looked in good order for the age. Overall it seemed a decent three grand's worth...providing of course you could live with the Martini tribute paint job which probably made this something of a "Marmite" car.



HELPING YOU BUY YOUR USED PORSCHE: CHECKING ULEZ STATUS

We've mentioned it before, but the time is approaching: ULEZ, London's extended Ultra Low Emissions Zone, which as of 25th October 2021 spreads to the capital's North and South Circular Roads, thereby engulfing many suburbs. Even if you don't live in or near London, this matters as it is bound to negatively impact values of Porsches that are pre-Euro 4 and thus don't comply (cars over 40 years old are exempt), incurring a daily charge.

So if you're in the market for a 2000s Porsche, check its status; some selling platforms include this information. Broadly speaking petrol cars after 2005 are Euro 4, but some Porsches before that do meet the standard. For example a 996 911 Carrera from 2002, such as the Cabrio seen here at Continental Cars for £18,995 in Reading, is Euro 4, but always check. It couldn't be easier – just pop the reg into Transport for London's ULEZ checker for an instant answer.



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PORSCHE 911



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103816

PORSCHE 911



2015, 6600 miles, £80,900. 991.1 Carrera GTS 3.8 manual. Quite possibly the most desirable spec for 991.1 Carrera GTS. Please call 01623 411476, East of England.

103319

928

PORSCHE 928



1990, £32,000. 2 owners from new. Last owner for 25 years. Exceptional Condition. Please call 01732 886002, South East.

103228

PORSCHE 928



1991, 111000 miles, £23,500. Finished in Sternrubin (violet) with parchment leather and piped upholstery this car is in a beautiful condition and benefitting from a superb recent respray costing in excess of £8000. Please call 07885742090, East Midlands. (T)

103509

944

PORSCHE 944



1990, 52000 miles, £11,495. FSH, all MoT's to verify mileage, recent new belts, cam, balancers and drive. Serviced, clutch and brake fluid replaced. Owned for 21 years, original unused toolkit and a reluctant sale. Please call 07870 222653, Greater London.

100013

PORSCHE 944



1990, 132000 miles, £7,999. S2 Cabriolet. 4 months MoT, over £6,500 spent in the last 3 years, new sills, respray, new brake calipers, cambelt, alternator, battery and more. Please call 07973273155, East Midlands.

101691

PORSCHE 944



73000 miles, £24,995. The Porsche has air conditioning, the electric removable sunroof, leather Sport seats with electric adjustment up and down and fore and aft, and the correct Club Sport wheels with virtually new Continental Sport tyres. Please call 01622 851841, South East.

102058

PORSCHE 944



1988, 91000 miles, £34,195. Porsche 944 Turbo S, genuine Silver Rose car, very rare, only one in this colour combination, Guards Red with Porsche script beige linen sports seats. Porsche specialist maintained, full engine rebuild 2000 miles ago! Personalised 944 Reg purchased from a scrapped vehicle and open to offers. Drives like a dream, fast 0-60 5.5 secs, five speed, limited slip differential, power steering, A/C, electric windows and seats. Always garaged. Please call 07791697435, South East, South East.

103332

PORSCHE 944S2 CABRIOLET

1992, £12,000. In Cobalt Blue and grey electric interior, ill health forces sale after spending one year renovating. Stripped and resprayed after new sills, wing tips etc, engine has been thoroughly serviced to the tune of £4000. Turbo twist alloys with as new N-rated tyres. This car needs viewing to fully appreciate all the work completed with invoices and photos to prove. Please call 07774 287713 or email paulskid.coombs@gmail.com, Wiltshire.

996

PORSCHE 996



2002, 23500 miles, £23,995. In stunning condition throughout, wheels are unmarked, no significant dings, dents or scratches to the beautiful metallic green paint, interior is stunning with no wear, no rust and no chips to the windscreen. Please call 07711 645 465, South East.

102008

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PORSCHE BOXSTER

1999, 117000 miles, £3,500. Resprayed black. new hood, new leather seats, new lights. MOT 1 year, nice car. Please call 07973 763448, East of England.

104165

PORSCHE BOXSTER



74000 miles, £7,499. Service history, new mot and service, amber lights model, modern classic, excellent condition. Manual gearbox. Please call 07595 218406, South West.

103946

PORSCHE BOXSTER



1997, 78418 miles, £5,999. Full service history, silver/black soft top, CL, EW, PAS, CD, AC and safety hoops. Driver and passenger airbags, comprehensive history with fully stamped up original service book and 2 keys. A beautiful Porsche convertible in excellent condition. Please call 07595218406, South West.

101117

PORSCHE BOXSTER



2002, 129000 miles, £4,950. Silver with black leather. 2.7 Engine with 5 speed manual transmission. Recent work includes 4 new tyres, electric Mohair hood, new glass window, Up-rated brakes and sports exhaust.

102228

PORSCHE BOXSTER



2004, 52000 miles, £9,995. Strong performance from the 228bhp 2.7 flat six engine, a lovely light feel to the handling and steering, plus the updated interior and glass screen hood of the face lift cars in a great colour. Please call 01487 842085, East of England.

103308

PORSCHE BOXSTER

2002, 62341 miles, £8,250. The car is in immaculate condition, paintwork all original, no accident damage. Mechanically perfect. Michelin Sport tyres, pristine electric hood. 12 months MOT. Private plate included. Please call 07860 328609, West Midlands.

102821

PORSCHE BOXSTER



64400 miles, £11,950. Everything on the car works exactly as it should and it has the added benefit of the factory fitted hard top which was an expensive option at the time. The car comes in a really stunning colour combination and it performs beautifully on the road. Please call 01420 520635, South East.

103443

PORSCHE BOXSTER



2001, 140100 miles, £9,950. One owner, finished in rainforest green metallic with black leather interior, climate control, driver, passenger and side airbags, electric black retractable soft top, electric seats, headlamp washers, rain sensitive windscreen wipers, dimming mirrors, and more. Please call 01420 520635, South East.

102889

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

As Autumn sets in coronavirus showed no signs of going away, but the classic Porsche market seems to be largely unaffected, particularly at the lower end of the price span. David Sutherland checks out who sold what and for how much



RM Sotheby's 914 made £10,700 at Auburn Auction Park

International auction houses specialise in top priced modern Porsches and the rarest and most sought after classics, don't they? After all, at its August sale, which was the Monterey/Shift event in the US, RM Sotheby's raked in some £70m, and at the smaller scale, Auburn Fall sale in September a further £14m was added to the coffers. But think again, because the Auburn Fall event in Indiana, largely a celebration of Americana both in terms of the cars and the side shows, was far more 'populist' than RM's other mostly ultra-posh sales, with auction first timers accounting for almost all the people there, hence some untypically affordable Porsches changed hands.

The cheapest Porsche sold at the wide-open Auburn Auction Park was a 1970 914, part of the 39-piece Walter Miller

Collection mostly offered without reserve, making \$13,700 (about £10,700) including buyer's premium, peanuts by RM standards. It came with a bag of spares and a service history; that hammer price certainly did not reflect the high numbers that these VW-Porsche mid-engined two-seaters are now making.

We're not used to seeing perfectly preserved Cayennes yet, as most of the old hacks are being adopted by the building and plumbing trades, so a 2006, highly optioned Cayenne S with under 4800 miles from new stood out, and made \$25,850 (£20,300) which was punchy for the year. That money would have bought a 1999 911 Carrera Coupe, mileage undeclared, with manual transmission and a Gemballa sports exhaust, the 996 unsold and on RM's post-auction "Still for

Sale" list.

If you were looking for a 964-model 911 in the UK you would expect to be paying £35,000 minimum, and at least £40,000 for a far from pristine example at a car dealer. So it was something of a surprise to see a 1990 911 Carrera Cabriolet making only \$33,000 (£25,600), particularly as the mileage was just over 25,000. The £35,200 (£27,600) paid for the 1976 911S showing 82,300 miles which had been repainted also seemed low for that era of 911. There was insufficient bidder enthusiasm to get a 1983 911 Cabriolet imported from Europe and modified to look like the wide-bodied Turbo past its reserve, so it was being offered after the sale, asking price \$46,500 (£36,100).

Fellow international auction house, Bonhams, also included a few "budget" Porsches in its

MPH Auction in September, a live (but of course socially distanced) sale at Bicester Heritage in Oxfordshire. The lowest priced of the four Zuffenhausen-badged cars that went under the hammer was what once was, but no longer is, the "cheap" Porsche. A 1989 944S2 (the normally aspirated 16-valve three-litre) achieved £6187, while the next car up in price was also a "transaxle", an early, 1978 928 selling for £16,875, a fairly typical price for any 928 that isn't the sought-after GT or GTS.

More unspectacular pricing was seen in two 993-model 911s, a Tiptronic Carrera coupe with 98,000 miles and a Porsche Centre Swindon recent history making a low sounding £28,125, and a 102,000-mile manual Carrera 4 Cabriolet selling for an equally unspectacular £29,250.

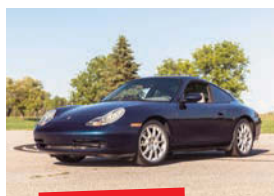
Historics Auctioneers, which now justifiably claims to be the UK's most prominent classic car auction house came to the famous Ascot Racecourse in Berkshire in late September, and it was interesting that although it still counts as a "local" operator it was drawing out higher prices for its Porsches than the international players. The cheapest 911 was a 2005 911 Carrera S with manual gearbox which sold for £39,620, at least double the value of your average early 997 – but it has covered just 10,400 miles

and was described as being in 'as new condition'.

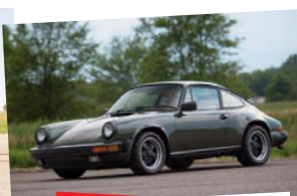
That money wasn't so far off a previous generation 911, a 996 Turbo S from the same year, which made £53,760, nearly £5000 over estimate. It too was low mileage at 21,000; an interesting choice of two very different 911s in more or less the same budget.

Historics offered two early, three-litre 930-model 911 Turbos, neither of which set the room on fire. A 1976 example showing 55,400 miles was expected to make between £88,000 and £108,000 but didn't reach its reserve, while a car a year younger with 38,200 miles found a buyer but at £97,500 was £7400 behind the pre-sale estimate.

The trials and tribulations of selling at auction were highlighted in Historics' cheapest Porsche, a 2004 Boxster, one of the final 986 models. The 2.7-litre car seemed sound enough for its 133,000 miles, however, after being taken in for an MOT (which it passed) a few days before the auction, its clutch failed on the way back and it therefore had to be presented as a "non-driving vehicle". It sold for £3962 – we wonder by how much the clutch problem affected the hammer price. Overall, the Porsche market was holding up quite well as autumn set in, considering what's happening in the world. **PW**



RM 996, DNS



RM 911S, £27,600



Bonhams 944S2, £6187



Historics 930, £97,500



Bonhams 993 Carrera, £28,125

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101293

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101040

TRIED & TESTED

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

991 CARRERA C2 S MANUAL * 2011 '61' * 37,663 MILES * £49,995



When the 991 appeared in 2012, there were concerns about its dimensions and a feeling that the 911 was becoming more GT than pure sports car. Time marches on though and perspectives shift: the 992 is wider than ever and if (of course) it accelerates even faster than its 991 predecessor, it also diminishes the role of the driver that much further. Suddenly the 991, especially as here in its naturally aspirated guise, is beginning to develop something of the same appeal as simpler, older Porsches.

Nevertheless, by any logical yardstick, which incidentally is not always how we tend to judge Porsches, the 991 is a palpable advance over the simpler, older 997: a better appointed and more spacious cabin, a more refined ride and an entirely redesigned chassis with widened track and lengthened wheelbase. With the flat six fractionally nearer the centre of gravity and a reworked front suspension, the 911's tendency to understeer was banished at any speed attainable on the public highway.

This late-2011 example is a case in point: it is resplendent in unmarked platinum silver metallic and offset by handsome ten-spoke Porsche Classic alloys, their inner faces finished in grey. The 991 was designed around 20-inch wheels, once the preserve of

expensively ostentatious SUVs, but it must be said that on the 991 the proportions look perfectly chosen. A two-owner 911 with four Porsche Centre stamps covering its nine years and 37,000 miles, it has averaged only 2500 miles pa since 2016; unsurprisingly it shows few visible signs of wear other than the vulnerable bolster of the driver's seat. Moderately equipped for an S, its options list includes sunroof, parking sensors and PASM. Unusual among 991s, it also has manual transmission. Brakes and Pirelli P Zeros are nearly new, Silverstone PC carried out an intermediate service 500 miles ago and this Porsche simply asks to be driven.

On the road, the 991 soon demonstrates its more recent design: the ride, though hardly 'boulevard', eliminates much of the road surface feedback of the 997, while electric steering is just as sharp and responsive as the previous hydraulic system. The upshot is a 911 which is remarkably easy to drive fast, not demanding of the 'feel' required by a 997. This of course is all relative, but the 991 will certainly flatter the average driver. Nevertheless a manual gearbox will always demand a degree of driver input: here the shift, which initially had a reputation for notchiness, operates smoothly, sliding easily into position and working in happy collusion with a clutch which is light by 911 standards. The gearbox, derived from the PDK unit, has seven

CHECKLIST

BACKGROUND

The 991 launched in 2011 was effectively the second-generation water cooled 911. At first sight looking remarkably like its 997 predecessor, the 991 had a completely new chassis and, on closer examination, the wider body and longer wheelbase were apparent. It did however carry over the same direct fuel injection 9A1 S 3.8 upgraded to 400bhp and 325 foot pounds. More refined and less idiosyncratic than its predecessor, it was still a ferocious performer, but the consensus then was that this altogether larger 911 was more GT than sports car. The 992, wider and more automated still, took this process further.

WHERE IS IT?

ashgoodporsche.co.uk Horton SL3 9PD
Tel: 01753 680558 ashgood.co.uk

FOR

Well-presented two owner car with comprehensive history and low mileage

AGAINST

Ambitious price

VERDICT

A fine early manual transmission 991

VALUE AT A GLANCE

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

ratios, seemingly at least one too many given the remarkable flexibility of the 3.8. It pulls uncomplainingly from 1000rpm and offers tremendous mid-range urge; above 5000rpm the action comes fast and furious: the breath-taking rush to the 7800rpm redline is scintillating.

For a nine-year old this 991 looks and indeed behaves more like a nicely run-in three-year old, and values are hardening. The history file shows that in 2016 the car was sold by Solihull PC to its second owner for £59,500; four years and 20,000 miles later it is still priced near £50,000. Advanced as it is, what will really make this 911 for a certain buyer is its naturally aspirated flat six and its anachronistic, but irresistibly involving manual gearbox. **PW**



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102401

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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. Please email rutkowsa@gmail.com, Denmark.

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TRIED & TESTED

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

993 C2 * 1994 'M' * 61,400 MILES * £55,995



This 993, first registered in August 1994, is quite unusual in having only one owner, and quite exceptional in having perhaps the most detailed and lavish service history this column has ever seen. Eighteen annual stamps fill the maintenance booklet and a thick file contains all invoices since 2012. Although the car was covering sometimes only 1000 miles between service intervals, on behalf of its owner, a senior partner in a Scottish law firm, Porsche Centre Glasgow carried out full maintenance on each occasion: in 2017 for example they charged £18,000 for a service which included minor bodywork repairs, bumper rebuilds and suspension replacements, but not the cylinder head rebuild or other radical intervention the magnitude of this bill might lead one to expect. Literally every screw, rivet or other fixing component on the underside of the car appears to have been replaced several times. Perhaps the roads in Glasgow are particularly corrosive, suggests vendor Ashgood.

Certainly this 993 has been cared for if not cosseted. The Aventura green metallic, a special-order colour, does not shine as if the car has been polished every month, and the front valance is lightly dulled and bears one or two minor stone marks. The engine compartment is clean and dry (the lubrication system was rebuilt in 2013) but not buffed up like a show car, and the boot is simply unworn and unmarked. The cabin is similar: slight, but expected wear on the driver's seat, deep but not scrubbed carpet pile and above all a striking sense of absolute originality everywhere, and neither has the owner modified, replaced or found necessary to upgrade anything so the car remains attractively standard. The boot contains the only aftermarket addition, a CD player, the most common accessory on these cars a quarter of a century ago. The spotless alloy five spoke wheels are shod with virtually new P Zeroes. The whole car exudes a time warp authenticity, from the unmistakably 993 leather smell of the interior to that distinctive twin-outlet exhaust note.

On the road, the car is as impressive and authentic as the maintenance history leads one to expect: the rebuilt door locks function with new-car precision, the gearshift and clutch are light by 993 standards and have the feel of nicely run-in rather than even part worn components; unmissable is creaking from the windscreen: the 993 was the first Porsche assembled with at least half an eye on costs and 10-spot rather than 12-spot welding was used, which, says Russell Lewis of Porsche RSR, is why the shell flexes. The slightly on/off throttle too is very 993, making the model a shade laborious in stop-start traffic, but these are familiar gripes of any 993 owner. Set against that is the taut newness of everything else: steering, body control, throttle response and that very 911 complicity between car and driver are such that this is surely how these cars felt twenty-five years ago. Given the frequent attention it has



CHECKLIST

BACKGROUND

'Porsche saved the best till last' is a phrase oft repeated apropos the 993. The final air-cooled 911 was a logical and intelligent evolution of the rather uncompromising 964 and would have been more radical had its development budget not been so limited. As it was the re-working of the heads produced a smoother engine, the much improved ride (thanks to the multi-link rear suspension which obtained board approval only after a struggle) and Tony Hatter's smoothed front wings and subtly flared rear arches saved the day. The 993 sold far better than the 964 and its used prices reflect a much sought after classic 911, which is both handsome and relatively modern.

WHERE IS IT?

Ashgood Porsche Horton SL3 9PA 01753 680558 ashgood.co.uk

FOR

Remarkably original, unworn condition, extravagant service history

AGAINST

Creaking windscreen; almost too good to use.

VERDICT

Authentic and exceptional 993 priced accordingly

VALUE AT A GLANCE

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

always enjoyed, the 60,000-mile flat six races smoothly past 6000rpm for the asking, indeed a period of sustained use would probably sharpen already impressive performance.

There are less expensive 993s on the market, but few will match this workshop-pampered, one owner car for originality. **PW**

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