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September 2018

Issue 203

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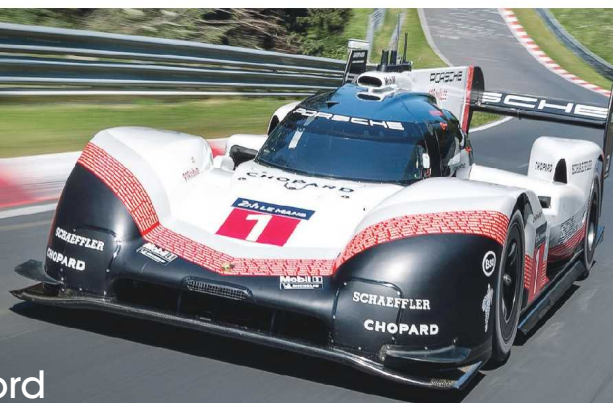
10K PORSCHE DROP TOPS

Drive a convertible Porsche this summer for £10k or less..



'RING RECORD LAP!

919 Hybrid Evo sets new
Nürburgring-Nordschleife record



LAP TIME:
5:19.55



CARRERA T

Lightweight 991 road test

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Latest market analysis

BOXSTER TV STAR

'Mad Mad' 986 built for TV



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Ignition



Simon Jackson
Editor [@retro_jackson](#)

We all knew it was on the cards soon but Porsche's record-breaking lap of the Nürburgring-Nordschleife with its 919 Hybrid Evo truly is one for the history books. The time of 5:19.55 is not only staggeringly fast, it smashes Porsche's own record set by Stefan Bellof at the wheel of a 956 – a time that has stood for 35-years. I'd hazard a guess that you've already watched the video footage of Timo Bernhard's lap (if you haven't you really should!), now read Andrew Frankel's first-hand account of being one of just a few guests invited to watch the run (p82). Andrew has driven Bellof-era Porsche race cars so he has an understanding of what that lap in period represented, in the content of double Le Mans and five time Nürburgring 24hr winner Bernhard's new record I'd argue that it has found a new level of appreciation. Will his lap time stand for another 35-years? It seems unlikely but that should in no way detract from what a stunning achievement it is, believe me, everyone at Porsche is very proud.

Now, back to our usual topic – Porsche road cars. Classic Porsche 911s have, as we all know, rocketed in value beyond all predictions pricing many out of the market. It's not too late to grab a classic Porsche though for 912s are, for the time being, still affordable for many and arguably offer the same kick. We investigate the theory in this issue – p38. However, if you're in the market for a more modern offering, one perfect for catching the summer sun, then we also look at the '£10k Porsche convertible' in this issue – p76 – the options are plentiful and rather tempting.

Turning to the more unique, we look at the ascendancy of the Porsche Junior tractor – p62, and take a look at a crazy 'Mad Max'-style 986 Boxster built by a UK Porsche specialist for a new TV show on Sky One called *Carnage* – p47.

As usual there's plenty more in this issue of course, including analysis of the latest Porsche market trends, modifying and technical guides, road tests and our regular 'real world' reports on our Long Term Fleet of various Porsche vehicles. I hope you enjoy the issue.



Contributors



Andrew Frankel
[@Andrew_Frankel](#)

One of the industry's most respected senior automotive journalists, Andrew writes for Motor Sport, Autocar and the national newspapers.

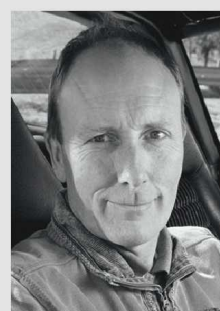
This month: Andrew witnesses a historic moment at the Nürburgring as Porsche sets a new lap record on the fearsome Nordschleife circuit...



Dino Zamparelli
[@DinoZamparelli](#)

Single seater ace turned Carrera Cup GB driver, Dino is enjoying his fourth season racing Porsches...

This month: During a break in the Carrera Cup GB racing calendar, Dino races in the Porsche Supercup in support of the Formula One British Grand Prix.



Philip Raby
[@RabyPorsche](#)

Specialist Porsche dealer and consultant, Philip has been driving, and writing about Porsches for more than 20 years...

This month: In the modern internet enabled world Philip looks back over his blog and realises that hindsight in a wonderful thing. Where's that time machine?



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The 919 Hybrid Evo obliterated the Nürburgring-Nordschleife lap record with a time of 5:19.55, a record Porsche held for 35 years. Andrew Frankel witnessed the historic moment...



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Natural Habitat

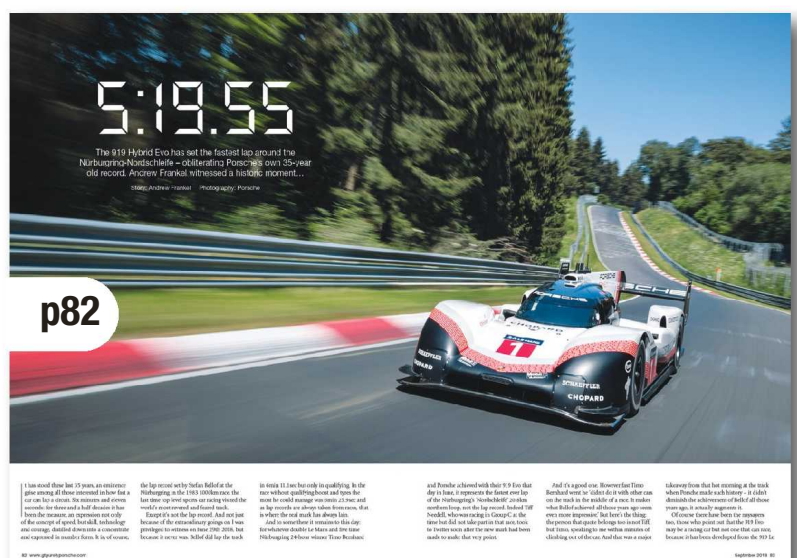
We take the new lightweight Carrera T to a place where it feels entirely at home: the rolling countryside of North Wales – location of some of the finest roads in the UK...
Story: Simon Jackson Photography: Dan Bahr



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Power To The Four

A 912 is your last chance at owning a classic, pre-impact bumper Porsche for sensible money. Can it fill the void left by its more expensive 911 cousins?
Story & Photography: Rich Pease



p82

5:19.55

The 919 Hybrid Evo has set the fastest lap around the Nürburgring-Nordschleife – obliterating Porsche's own 35-year old record. Andrew Frankel witnessed a historic moment...
Story: Andrew Frankel Photography: Porsche



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PORSCHE

RPM TECHNIK REVEALS 996 CSR EVO

RPM Technik has debuted the latest vehicle in its CSR range – the track-focused 996 CSR EVO...



Independent Porsche specialist RPM Technik has revealed the latest vehicle in its CSR range of bespoke modular machines. The new 350hp 996 CSR EVO follows in the footsteps of various reworked Porsche vehicles to bear the firm's trademark CSR moniker, this offering takes things a stage further with a major focus on track work. The EVO

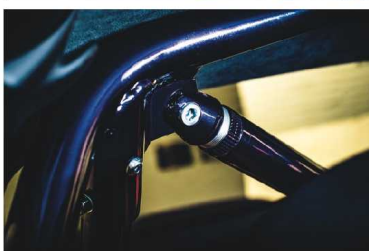
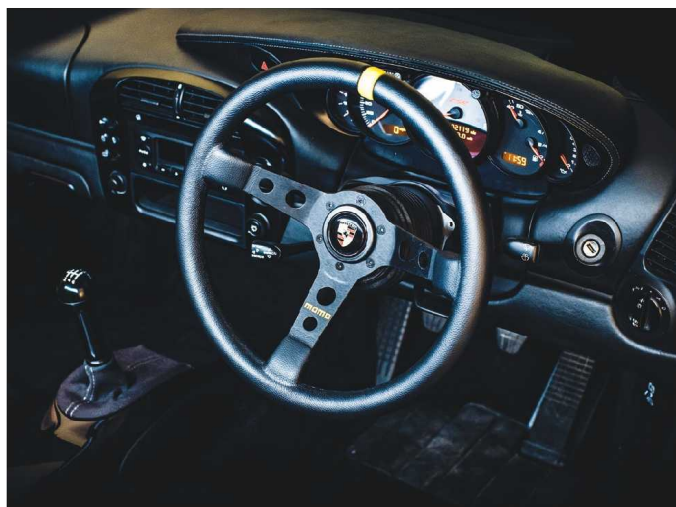
is chassis number 22 of 28 cars either built or currently in build by the dedicated CSR division of RPM Technik, this particular car's setup has been honed in partnership with former BTCC and Porsche Carrera Cup GB champion, Tim Harvey.

Using as its basis a 2002 second-generation 996 Carrera 2, the new 911 CSR EVO has received a host

of engine tweaks to its 3.6-litre M96 power unit both to ensure durability and to increase performance. Where previous CSR cars were aimed at the occasional track day attendee, this latest vehicle has been designed for drivers who visit the track regularly. Thanks to a plethora of unique touches, and a full respray in VWG Purple, it looks pretty special too.

"It still is a road car but it has the potential to be a lot more hardcore than anything that has come before it, but it still needs to be a daily driver – that's a box every CSR has to tick," explained RPM Technik's Darren Anderson. "You could still use it as your daily driver, but the suspension's beefed-up, you can run Cup tyres on it – the envelope is bigger with a





further range of adjustment on offer to be able to go that little bit harder and faster."

The suspension of the 996 CSR EVO is a highlight. Underneath you'll find KW Clubsport three-way adjustable coilovers set with an exclusive CSR ride height. The car is also fitted with an adjustable lightweight anti-roll bar, adjustable lower arms and poly bushes throughout. In each corner sit lightweight 18-inch OZ wheels on Michelin Cup 2 tyres, behind them flashes of orange signify four-piston brake callipers working with CSR floating discs and high-performance pads and brake fluid. The new 996 CSR EVO boasts a lightweight carbon bonnet, part of various weight-saving measures which shave 45kg off that of a stock Carrera. A unique CSR front bumper features a functional central vent directing air to a newly installed third radiator. Out back the usual CSR ducktail does its best to draw your

eye away from what is arguably this car's major party piece – a stunning bespoke centre-exit exhaust system sitting below a redesigned rear bumper section.

"The exhaust is a proper custom engineered centre-exit system, it's part of our 'power pack' which has seen the engine have its cylinder heads rebuilt, machined and ported – we've done engine preservation modifications to this car but those things also help us with improved power and power delivery," Darren said. "We are able to take the tailpipes off the system to fit silencers for track use."

Those engine works include what RPM Technik officially calls a 'CSR preservation pack and Stage 1 power kit', this includes an IMS bearing upgrade, deep sump and the introduction of Evans Waterless coolant. Inside the new 996 CSR EVO is as purposeful as it is on the outside. Recaro Pole Position fixed

bucket seats are the centrepiece of the car's inners alongside a colour-coded rear rollcage and simplified and colour-coded centre console. Where the rear seats once were sits a harness bar developed by RPM Technik, but cleverly this can also be fitted to cars with rear seats, affording the option for running harnesses on track without losing the practicality of retaining your 996's original rear bench. A taller gear lever is combined with a short shift kit, in combination with the deep dished steering wheel the cabin modifications have been designed to be as intuitive as possible for track work.

All of these changes result in what appears to be a very characterful 996 with a unique mechanical personality – we have yet to drive the car but the engine sounds immense and very much unlike the din emitted from your typical 996. In addition, this is the first 996 CSR to run a mechanical slip differential,

it too is fully adjustable allowing owners to customise the setup to suit their driving style with different plates or ramp angles on offer, that's something you can't do with rival differential solutions and it highlights the entire build ethos of this car – its adjustability and focus.

Though this car has been designed to showcase the complete 996 CSR EVO package, as we've already stated it is very much a modular affair, meaning owners can pick and choose its different elements to suit their needs and budget. The full conversion is priced from £55,000 (plus the cost of the car), which it is in a similar price bracket to that of a 996 GT3, however, its adjustability and focus would appear to offer a unique – potentially better – road track driving package. We will be putting it through its paces in a forthcoming issue, in the meantime visit the website for more information: www.rpmtechnik.co.uk

The 996 CSR EVO has been developed in collaboration with Tim Harvey...





PORSCHE SMASHES NÜRBURGRING LAP RECORD

Porsche's 919 Hybrid Evo has obliterated the Nürburgring-Nordschleife lap record with a time of 5:19.55. The previous record had been held by Porsche since 1983.

Two-times Le Mans winner and reigning World Endurance Champion, Timo Bernhard, has set a new lap record of the Nürburgring-Nordschleife in the 919 Hybrid Evo. Bernhard beat the 35-year-old record (6:11.13) held by Stefan Bellof in a Porsche 956 C, lapping well inside the six-minute barrier. Bernhard navigated the 20.8 kilometre long "Green Hell" at the

wheel of the 720hp 919 Hybrid Evo – a development of Porsche's LMP1 prototype with which it won the 24-hours of Le Mans in 2015, 2016 and 2017 as well as the FIA World Endurance Championship manufacturers' and drivers' titles.

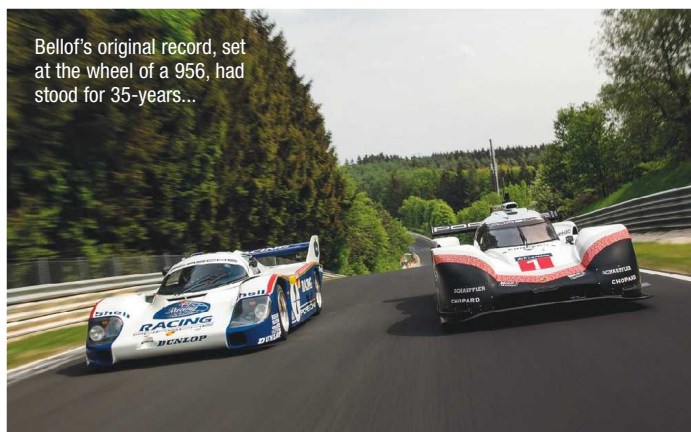
The 919 Hybrid Evo is fitted with development parts which were intended for use during the 2018 WEC season, these were mothballed

following Porsche's withdrawal from the series at the end of 2017. Several aerodynamic modifications appear on the car compared to the version Porsche raced in 2017, these include a new larger front diffuser, rear wing, and side skirts. The aero modifications more than double the 919 Hybrid's levels of downforce.

The Nürburgring lap follows another newly established track

record at Spa-Francorchamps with the same unrestricted version of the 919 Hybrid. In April Neel Jani lapped the Belgian circuit faster than any F1 car, beating the previous record set by Lewis Hamilton at the wheel of a Mercedes F1 W07 Hybrid (securing pole position for last year's Grand Prix) by 0.783 seconds.

You can read our first hand account of the record on page 82.



Bellof's original record, set at the wheel of a 956, had stood for 35-years...





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Henri is a lover of nice and good things: the Basque Country, great tables, fine wine, cars built in Stuttgart and human relationships. Also founder of the first French private collection dedicated to Porsche, his wish was to propose a particularly exceptional event with these key words: meeting local producers of caviar and truffle and tasting, dinner around some Petrus, meal prepared and hosted by Hélène Darroze, lunch at three-star restaurant of Martin Berasategui, tourist rally of about 650 kilometers in France and Spain, and other surprises.

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PAUL STEPHENS REVEALS LE MANS CLASSIC 911

Paul Stephens has revealed a 'Le Mans Classic' edition 911 – just 10 cars will be built...



Independent Porsche specialist Paul Stephens has revealed a limited edition Le Mans Classic Clubsport 911. Based on its own Clubsport model, the unique Porsche is priced at around £250,000 (dependant on final specification) and has been named in collaboration with Le Mans Classic event organiser, Peter Auto.

The restored and converted 911 features a 'less-is-more' approach, it includes a lightweight de-seamed roof panel (with sunroof delete), lightweight composite bumpers and a matching engine cover, a lightweight

aluminium bonnet, lightweight soundproofing and lightweight external door mirrors. Available in Touring or a rawer Lightweight form, just 10 of these hand-finished and numbered cars will be released. Delivery will take place at Le Mans Classic in 2020 where owners will be invited to parade their cars, and to take part in a famous Le Mans-style start procedure.

At the new car's heart is a 300hp 3.4-litre air-cooled flat-six engine, it features a new independent throttle body injection system with a GT3

RS-style plenum, a programmable ECU (mapped in-house), RS specification camshafts, a lightened and balanced crankshaft, lightweight con rods, and a lightweight flywheel. All that is mated to a Getrag G50 gearbox and a limited slip differential. Weighing 970kg in Lightweight specification (1,075kg in Clubsport guise) it can sprint from 0-60mph in 4.4-seconds before reaching a top speed of 175mph.

Inside ST-style touring seats are trimmed in black leather with unique Le Mans Classic houndstooth inserts

in green, black and white. The trim is mirrored by fully trimmed and hand stitched leather interior panels, houndstooth door pockets with green boucle floor mats and aluminium footplates. Le Mans Classic green door pulls, seat belts and bespoke dials, and a luggage box mounted where the rear seats would traditionally be located are interior highlights. Each of the 10 cars comes with a specially commissioned Le Mans Classic luggage set. For more information visit the website: www.paul-stephens.com





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24 HOURS OF LE MANS



PORSCHE CELEBRATES LE MANS VICTORY

Porsche clinched GTE-Pro victory at the 24-Hours of Le Mans, in this its 70th year...

Porsche is celebrating a historical GTE class victory at the world's toughest race, the 24-Hours of Le Mans, in this its 70th year. Porsche's No92 car, better known this year as

the 'Pink Pig' on account of its retro 917-style livery, took victory at the 86th edition of the long distance classic having completed 344 laps. Drivers Kévin Estre, Laurens

Vanthoor and Michael Christensen held the lead for almost the entire race distance ahead of the No91 sister car shared by Richard Lietz, Frédéric Makowiecki and Gianmaria

Bruni which finished second to make it a one-two finish for Porsche in the GTE-Pro class. Makowiecki, in the car wearing an equally nostalgic Rothmans-style livery, fought with



a competitor for an hour and a half, fending off the attack to claim second place. As a result Porsche has extended its lead in the drivers' and manufacturers' classifications of the FIA WEC championship.

Technical problems overnight for the sister No93 entry driven by Patrick Pilet, Earl Bamber and Nick Tandy saw it lose 25 minutes due to repairs, the car ultimately finished in eleventh spot. The No94 car suffered an even more difficult race, Romain Dumas, Timo Bernhard and Sven Müller saw their race end after just seven hours, retiring during the night with suspension damage.

In the GTE-Am category, the No77 911 RSR fielded by Dempsey-Proton Racing celebrated an impressive win, Porsche Young Professional Matt Campbell, Christian Ried and Porsche Junior Julien Andlauer notched up the 107th class win for Porsche. At just 18 years of age, Andlauer has become the youngest class winner at Le Mans. The second Dempsey-Proton Racing team car, No88, was sidelined with suspension damage, the No99 car of Proton Competition



narrowly missed out on a podium spot in fourth place. The Ebimotors and 56 Team Project 1 cars finished in sixth and seventh respectively. The No86 Gulf Racing 911 battled from the back of the order to finish in tenth.

Dr Frank-Steffen Walliser, Vice President Motorsport and GT Cars

commented after the race: "It's a sensation. What a crazy fight out there on the track and a flawless performance from the team. That was an incredible feat, which we ultimately turned into a deserved victory. The class wins are a perfect gift for our 70th anniversary. The fact that we earned maximum points

towards the world championship rounds off the whole result. Now the suspense has turned to joy."

Kévin Estre said: "It's simply unbelievable. I just can't describe my feelings. Today is the best day of my life. We have won the world's most difficult and wonderful race. That can't be put into words."





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911 GT2 (1996)

Polar Silver • Black Leather Sport Seats
Manual Gearbox • Porsche Ceramic
Composite Brakes • 18" GT2 Wheels
21,725 miles • 2003 (03)

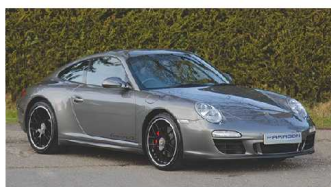
£149,995



911 GT3 (1996)

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

£74,995



911 Carrera 4 GTS (1997)

Meteor Grey • Black Leather Sport Seats
PDK Gearbox • Touchscreen Satellite
Navigation • 19" Centre Lock Wheels
28,633 miles • 2012 (12)

£74,995



911 Carrera 4 GTS (1997)

Basalt Black • Black Leather Sport
Seats • PDK Gearbox • Switchable
Sports Exhaust • Touchscreen Satellite
Navigation • 28,922 miles • 2011 (61)

£72,995



911 Turbo (1997 GEN 1.5)

Basalt Black • Black Leather Sport Seats
Tiptronic S Gearbox • Touchscreen
Satellite Navigation • Sport Chrono Pack
Plus • 36,089 miles • 2008 (58)

£67,995



911 Turbo (1997)

Basalt Black • Black Leather Adaptive
Sport Seats • Tiptronic S Gearbox
Porsche Ceramic Composite Brakes
40,396 miles • 2008 (08)

£64,995



911 Carrera 2 (1993)

Amethyst Metallic • Marble Grey Leather
Seats • Manual Gearbox • 17" Alloy
Wheels • Electric Sunroof • 77,087 miles
1996 (N)

£63,995



911 Carrera Targa (1993)

Grand Prix White • Black Leather Sport
Seats • Manual Gearbox • 16" Fuchs
Wheels • Cruise Control • 89,869 miles
1988 (F)

£62,995



911 Carrera Targa (1993)

Polar Silver • Classic Grey Leather Seats
Manual Gearbox • 17" Targa Wheels
Electric Glass Roof • 74,235 miles
1996 (N)

£62,995



Boxster Spyder (1987)

Carrara White • Natural Red Leather
Bucket Seats • PDK Gearbox
Touchscreen Satellite Navigation
10,779 miles • 2010 (60)

£49,995



Boxster S (1981)

Basalt Black • Black Leather Sport
Seats • PDK Gearbox • 20" Carrera
Classic Wheels • Switchable Sports
Exhaust • 23,040 miles • 2015 (15)

£42,995



911 Carrera 2 S (1997)

GT Silver • Black Leather Seats
Manual Gearbox • Satellite Navigation
19" Carrera S Wheels • 55,535 miles
2005 (05)

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IMSA

WATKINS GLEN & BOWMANVILLE

PODIUM AT WATKINS GLEN, DISAPPOINTMENT IN CANADA

Round five of the IMSA WeatherTech SportsCar Championship took place at Watkins Glen, round six at Bowmanville in Canada...

Two 911 RSRs were part of a 42-strong grid for round five of the IMSA WeatherTech SportsCar Championship at Watkins Glen. The Porsches were driven by Patrick Pilet and Nick Tandy in the No911 car, Laurens Vanthoor and Earl Bamber in the No912 – the two Porsches started the race from the third row. However, a combination of effective pit stop strategy and slick overtaking moves saw the pair occupying first and second spots in the GTLM category by the midpoint of the race.

A safety car was deployed shortly after half distance, both Porsche entries were about to enter the pits to refuel and change tyres when the pit lane was closed. Several rivals behind managed to complete their stops, jumping the RSRs in the process, this sent the 911s to P4 and P5. In the last hour of racing, Vanthoor was again hampered by a safety car phase and had to relinquish the fight for a podium finish. The No911 sister car crossed the line in third position, one place ahead of the Vanthoor/Bamber car in fourth.



Round six of the championship at Bowmanville in Canada was characterised by no fewer than six safety car periods. Nick Tandy qualified the No911 911 RSR, which he shared with Patrick Pilet, on pole position setting a new lap record for GTLM vehicles at the track in the process. The sister No912 car of Laurens Vanthoor and Earl Bamber started from the second row in fourth spot. Both Porsches got off the line well with Vanthoor gaining one position to occupy third early on.

In the first hour of racing alone the safety car had to be deployed three times, when the safety car took to the track for the third time the Porsches found themselves leading the race. At the second round of pit

stops Tandy handed over to Pilet, Bamber to Vanthoor, but in a pit lane packed with cars both RSRs lost positions. Technical problems for the No912 car cost yet more time, Pilet and Bamber rejoined the race in fourth and eighth – just a few laps later Bamber suffered a puncture and had to return to the pits.

The remainder of the race played witnessed to three more safety car phases, shortly before the flag Pilet and Bamber had fought their way up back up to second and sixth. In a battle for the lead, Pilet was blocked while attempting to lap a slower car, two opponents grabbed their chance to get past the Frenchman resulting in the No911 entry of Pilet and Tandy finishing fourth, just missing

out on a podium result, Vanthoor and Bamber came home in sixth.

The Porsche GT Team has managed to notch up two race wins so far this season, one at Sebring and one in Mid-Ohio, after six championship rounds the team ranks second in the manufacturer's classification. In addition, Porsche has gained important points towards the separate North American Endurance Cup, after three of four races it sits in second place in that battle too. Only the long-distance classic races count towards the North American Endurance Cup, those are; the 24 Hours at Daytona, the 12 Hours at Sebring, the 6 Hours at Watkins Glen as well as Petit Le Mans which is held at Road Atlanta.



PORSCHE SUPERCUP SILVERSTONE



LATORRE TAKES MAIDEN WIN

Round four of the Porsche Supercup took place at Silverstone in front of grandstands packed with Formula One fans, *Top Gear*'s Chris Harris raced in the guest 'VIP' 911 GT3 Cup car...

Florian Latorre took a lights-to-flag victory in round four of the Porsche Mobil 1 Supercup at a baking hot Silverstone in front of grandstands packed with Formula One fans. The 21-year old pole sitter soaked-up pressure from championship stalwart Michael Ammermüller in second spot, and a charging Mattia Drudi in third – Latorre, Ammermüller and Drudi enjoyed an exciting tussle.

Some 33 drivers started the race, eight were Brits on home soil. Among them were series regulars Josh Webster, Nick Yelloly, Tom Sharp and Mark Radcliffe, while guest drivers from the Carrera Cup GB also took part; Tom Wrigley, Lewis Plato, and *GT Porsche* contributor

Dino Zamparelli. In the official Porsche 'VIP' guest car came former *GT Porsche* contributor tuned *Top Gear* TV presenter, Chris Harris, making his debut in the series. However, it was JTR's Wrigley who topped the British drivers in qualifying, starting from an impressive P5. Harris lined-up in 27th spot on the grid for Sunday's race and finished just one place higher in 26th. Of the experience he said:

"I managed to make up a couple of positions after the start, but a spin threw me back," said Harris. "The race was huge fun and at least I didn't come last – that was my goal."

After a clean start, on lap 9 the safety car was deployed bunching

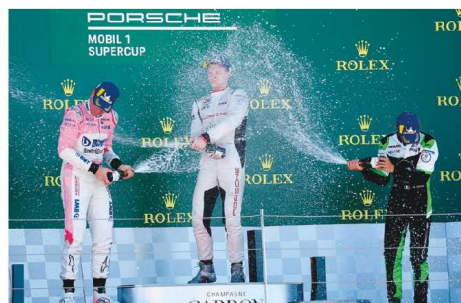
the field together. After the restart, Latorre and Ammermüller treated spectators to a gripping battle for the lead but ultimately the positions remained the same with Drudi in third place. Fourth place was claimed by Larry ten Voorde with Yelloly, the best of the British drivers, in fifth. Zaid Ashkanani took sixth place ahead of Carrera Cup GB championship contender, Zamparelli.

Following his maiden Supercup win Latorre said: "I feel simply fantastic after my first Supercup victory. Michael Ammermüller was waiting for me to make a mistake but I didn't let that intimidate me."

Zamparelli raced with the BWT Lechner Racing Squad so competed

in a different colour scheme to that used in Carrera Cup GB, you can read his thoughts on the race in his regular column on page 35.

Following the Silverstone race, Ammermüller retains his championship lead with 65 points, Yelloly is second nine points behind the German, Dylan Pereira is third with 46 points. Round five of the Porsche Mobil 1 Supercup takes place at Hockenheim where Yelloly and Pereira will be hoping to beat Ammermüller. The race celebrates the return of the series to Germany after a year's break, interestingly since its debut season in 1993 Supercup has raced at the Hockenheimring a total of 20 times.



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*Carrera GT production,
Leipzig, 2004*



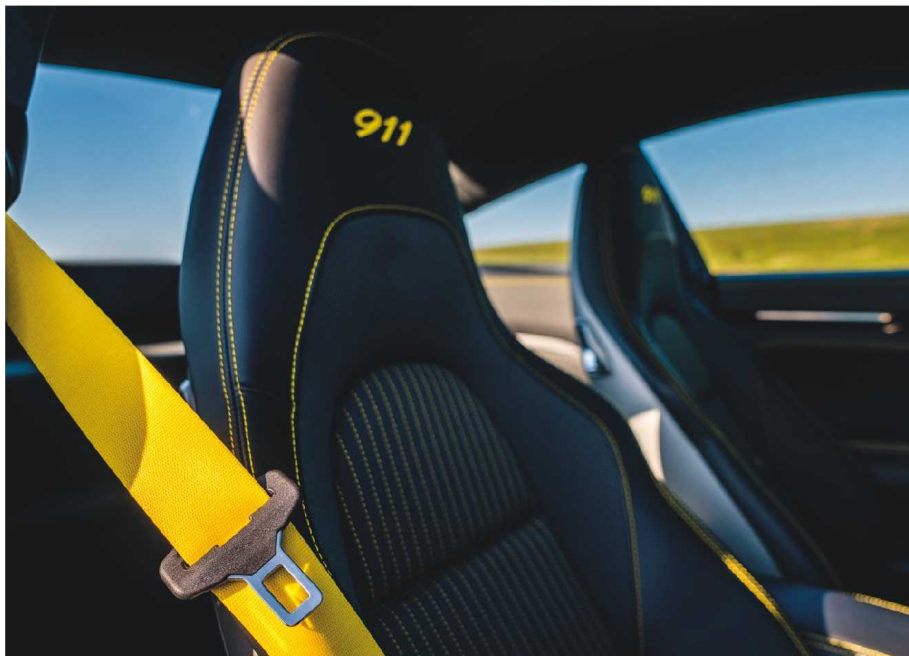
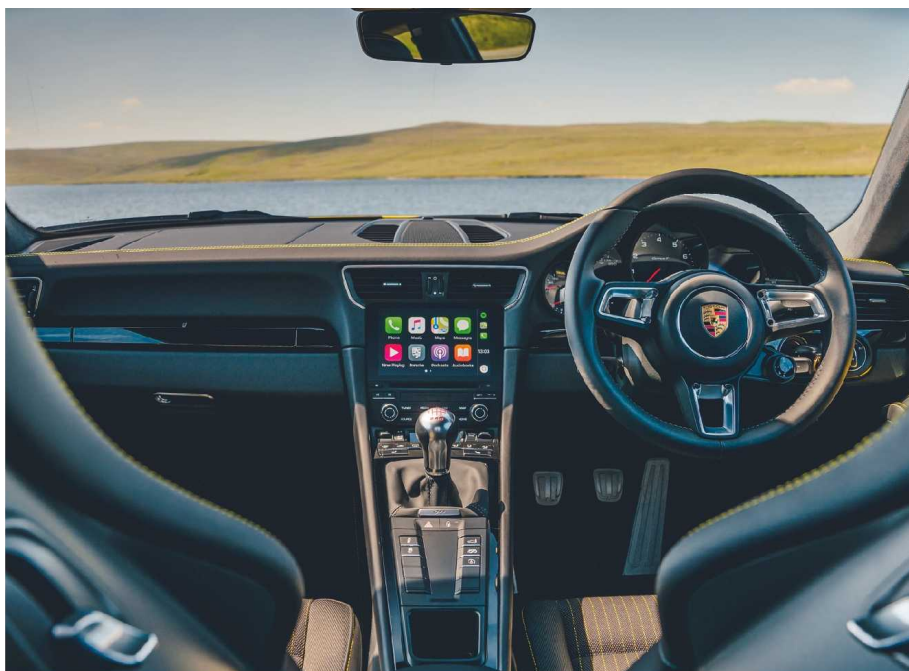


Natural Habitat

We take the new lightweight Carrera T to a place where it feels entirely at home: the rolling countryside of North Wales – location of some of the finest roads in the UK...

Story: Simon Jackson Photography: Dan Bathie





They say that first impressions count, but I'd counter that old adage for it is not always a bulletproof rule of thumb. For example, how often in life have you met a person who you were initially unsure of only for them to later grow into one of your closest acquaintances? It can be the same with cars. First encounters with a certain set of wheels are important in shaping your thinking towards them, focusing your mind as to whether or not you like, love or in fact hate a given motor. But with a great many vehicles you really do need to give the relationship a moment, developing an opinion gradually over a period of time under the right circumstances.

When it comes to less mainstream machines – models designed to fill a given niche – experiencing that vehicle in the habitat for which it was designed really is the only way to fully appreciate its virtues. A city car feels best in an urban environment, a utilitarian pick-up truck in the countryside, ultimately it's the only fair way to evaluate the driving experience a vehicle delivers. And that is largely why you'll see a great many car reviews, be those magazine features or videos shot for TV and the internet, using the rolling Welsh countryside as a location to examine a sports car in gritty detail. Wales truly does boast some epic roads. However, it has become somewhat overused as a backdrop in recent times, and there's another problem. Its



sweeping fast curves and uninterrupted vistas are, I feel, increasingly at odds with the rest of the UK's over-populated, hectic, topography. And that begs the question: are these real world Welsh road tests really 'real world'? Perhaps that's an argument for another day.

Besides, like I said, certain cars require a certain treatment, and just recently Porsche launched a pared-back driver-focused 911 which was simply born for Wales' unique brand of quick, uncluttered twists and turns. That car is the 911 Carrera T. However, before crossing the border into Snowdonia we have to negotiate more tame, arguably more 'regular' British territory, it's here that those all-important first impressions will be formed.

You might say that the Carrera T and I were off to a somewhat rocky start for as I climbed inside its cabin I was fresh from driving the second-generation 991 GT3. Stepping into anything straight after one of Andreas Preuninger's finest (unless it's another of Andreas Preuninger's finest) is likely to invoke a sense of disappointment. But like I said, first impressions can sometimes deceive. The Carrera T certainly looks good, especially in this bright Racing Yellow hue, one of four standard colours including Black, White and Guards Red with metallics and special order colours available at further cost. It has the credentials on paper to make it one of the most interesting 'non-GT' 911s to have emerged from Porsche in recent years. That's

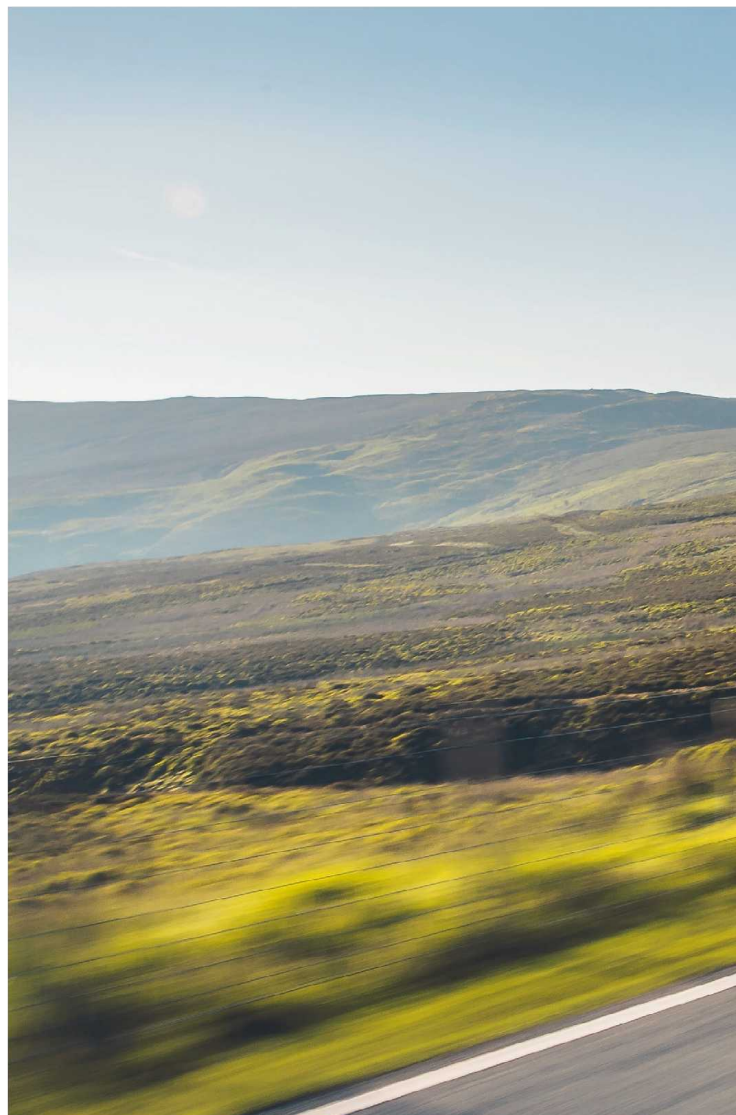
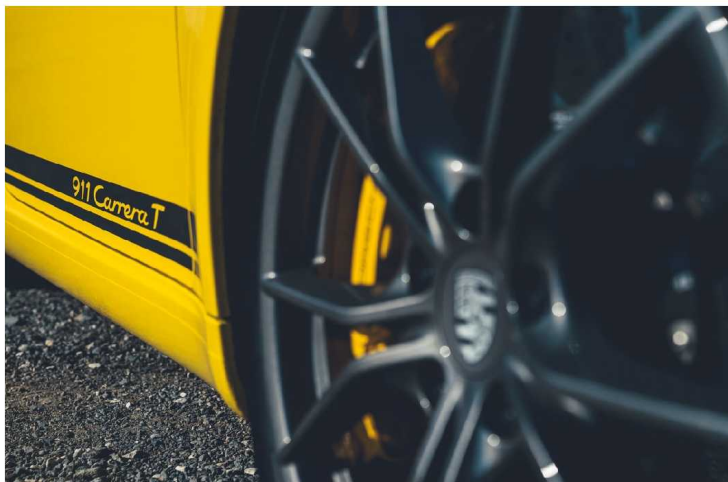
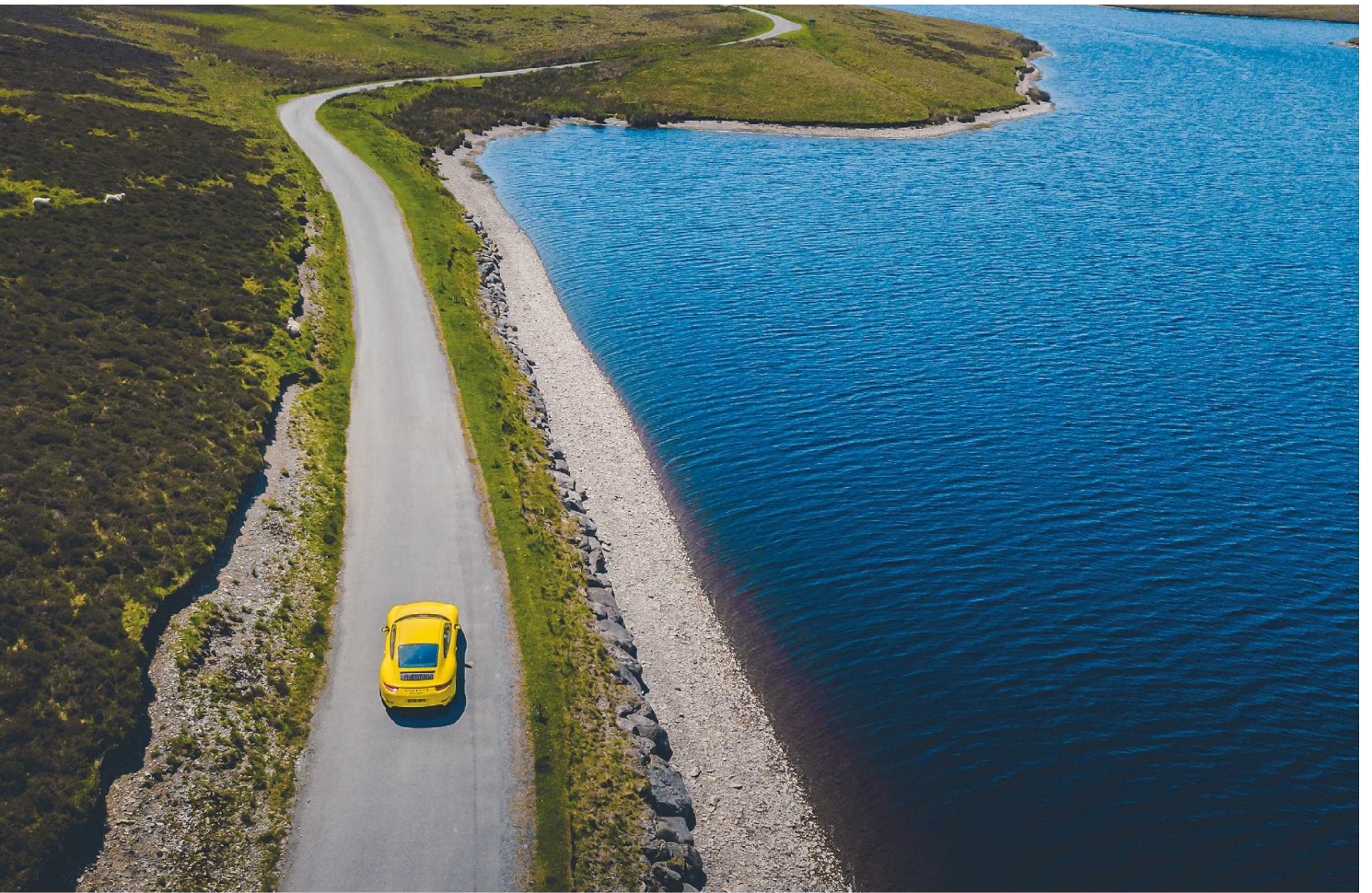
partly because there's an argument that in pandering to its ethos as the 'everyday 911', the common-or-garden Carrera has become a little soft of late. That's undoubtedly a relative viewpoint dependant on your experience of driving 911s, but since Porsche shifted from visceral normally aspirated engines to capable, if a little less characterful, force induced 3.0-litre units, the latest Carrera's torquey drivability and GT-like ergonomics can promote a lazier style of driving than you'd get away with in older generations. There's no need to work these new engines quite so hard as in days of old, in most gears a modern Carrera will deliver an adequate amount of shove. From the driver's seat the relaxed driving position and involving infotainment system all add to a feeling of comfort, and aid an untaxing driving experience. It's a symptom of all modern motors – even sports cars – but arguably these comfort and convenience features can make a driver feel less involved with the process of actually driving.

The Carrera T looks to redress the balance here somewhat in offering a more driver-focused 911. It's a vehicle less inclined to pander to your lazy side and more likely to prod your behind until you push on to awaken its inner animal. And yet this 'lightweight' 991, at first acquaintance anyway, doesn't feel nearly as involving as one might hope, why might that be? The T is based not on the Carrera S but the Carrera, which means

it receives the 2981cc turbocharged flat-six engine running a state of tune good for 370hp and 332lb ft torque. The T is mechanically identical to the Carrera with just the optional Sports exhaust added for a bit of flavour (here offered as standard). Seven-speed manual or PDK transmissions are available (PDK is a £2,786 option), the manual cracking 62mph in 4.5-seconds, the PDK once in Sport Plus achieves the same in 4.2-seconds. The car we're in for this feature is fitted with a manual transmission which I'd wager will be the choice of most Carrera T owners, it's the best fit with maximum driver involvement – this car's supposed USP. What else do you get over a 'normal' Carrera? Well, a limited slip differential comes with the manual car (you'll go without if you opt for a PDK gearbox), Porsche Active Suspension Management (PASM) lowers it 20mm over a traditional Carrera and affords it additional agility, rear-wheel steering is an option (£1,592.00), so too Porsche Ceramic Composite Brakes (PCCBs) priced at £6,018.00.

Further T differentiators are its grey 20-inch Carrera S alloy wheels and matching grey mirrors together with that deep front splitter. Inside you'll find (4-way, electric) Sports seats Plus as standard with the option to upgrade to (18-way, electric) Adaptive Sports seats Plus – £1,734.00, Sports Bucket Seats – £2,694.00, or carbon-fibre reinforced plastic Full bucket seats – £3,324.00. The seats feature Sport-





Tex centres and a short shift gear lever, cars specced with the special T interior package (an £1,809 option) also receive contrasting coloured-coded elements such as stitching on the leather and body coloured seat belts. However, this car is more about what is missing than what is present. Less is more and that's the case with the lightweight glass (side and rear) lifted from the GT2 RS, the rear bench has been deleted and the usual Carrera sound deadening reduced. For the really hardcore enthusiast the car comes with no infotainment system as standard – though it is a no cost option to reinstate it. In reality we envisage few, if any, will live without. If you're thinking that doesn't sound like a whole heap of stuff to promote a vast reduction in weight you'd be right. A manual Carrera weighs 1,430kgs, the car we're driving tips the scales at 1,425kgs – so put another way the weight difference is approximately that of the average domestic cat. This highlights a potential issue, this car is not a 'lightweight' Porsche in the traditional sense to which we have become accustomed, and yet at £85,576.00 Porsche asks a £7,685.00 premium for it over a (manual) Carrera.

Driving the T around A-routes clogged with slow moving traffic, narrow B-roads (where a 991 can feel bum-clenchingly wide at times), and through town centres and on motorways it can rarely shine. It feels simply like a slightly louder (on account of its lack

of sound deadening) 'normal' Carrera – which is far from offensive I have to say. The second-generation 991 Carrera is a wonderful car, a capable bit of kit and a usable daily steer, but this T model did promise more so am I slightly underwhelmed? Perhaps. We had better see how this car performs in true Carrera T country – I point its nose at Bala on the edge of Snowdonia.

We cross into Wales on the A5 and immediately turn off in search of more exciting roads, in this part of the world they're not hard to find – it's as if the T can sniff its natural habitat. Here on fast sweeping routes we're able to stretch this special Carrera's legs – it likes it. We navigate quick mountain passes and undulating riverside valleys maintaining a constant heady speed, never does the car squirm or struggle no matter what travels beneath its wheels or appears ahead of its bonnet. It merely takes everything in its stride. This 3.0-litre engine is not the most characterful Carrera mill of all time, nor the most powerful unit to propel a modern 911, yet its mid-range torque and 370hp feels plenty, even on the quicker sections of road. In this car the seven-speed manual gearbox takes a little getting used to, it doesn't deliver the satisfying notchy change of the six-speed – it uses the same ratios as those found in the Carrera S – and moving down the 'box often proves frustrating. Given the option we'd take the six-speed gearbox all day long over

this one. Nevertheless thanks to the nature of this car's power delivery it does not require a constant shifting of gears if you're not so inclined, though cycling up and down a sorted 911 'box does very much provide an added level of engagement and excitement.

With this level of power the T's chassis is simply unflappable, it is utterly planted when weight is shifting around, even through big compressions and changes of direction, bobbing its nose ever-so-slightly on occasion. In the slower speed corners it takes a committed and overly aggressive style of driving to unstick it at the rear, even then any movement underneath you is far from massive and entirely controllable – the LSD takes up the slack out of the corners. This truly is Carrera country out here and in this car we have a wholly accomplished and highly polished version of the model, but is that what we want from a 'lightweight' driver centric 911? Does it go far enough?

I'm a little torn over this car. I very much enjoyed driving it on fast Welsh roads, but rather than that being the result of the T impressing me it simply served to highlight the brilliance of the latest Carrera with which this car shares almost everything important. Does it deliver £7,685.00 worth of additional driving pleasure over an entry-level Carrera? I'd struggle to say it does, and I wonder how many would rather spend an extra £1,759.00 to get into a 420hp Carrera S – admittedly

*The chassis is simply unflappable,
even through big compressions
and changes of direction*





one devoid of options! The cynical side of me says that the Carrera T is a marketing exercise, not a car honed to deliver enthusiast levels of driver involvement. But no matter if you choose to share that viewpoint, it remains a special Carrera that is great to drive with an eye-catching specification sure to garner the right kind of attention from those who know their 911s.

However, what if I said there was another current two-seater Porsche coupé that you could buy which is sure to provide the same, if not more, driving pleasure. What if I added that it weighs 50kgs less than the Carrera T, gives away just 5hp and 22lb ft torque, and that it would save you a whopping £25,710.00? There is, and it is called the 718 Cayman

GTS. Now, the Cayman might be missing two cylinders over the Carrera T and the kudos of being a 911, but it is very much a driver's Porsche and (perhaps a little unfortunately for the T) it is far more playful and exciting to drive, too. Another consideration might be this: some of the optional extras are cheaper on the Cayman, such as PCCBs at £5,177.00 (£841.00 cheaper) and Sports Bucket Seats at £2,315.00 (£379.00 cheaper). That means that you could be driving a 718 Cayman GTS with those two very desirable options for £18,218.00 less than the cost of a Carrera T with neither. Food for thought perhaps?

I'll admit that I found the charms of being let loose in a 911 on Welsh roads very appealing, and I'd stress that I do not dislike

the Carrera T's prospect at all. However, I do feel that Porsche could have taken this car an awful lot further given its intended end user – the enthusiast.

For me the Carrera T should feel as loose as a 718 GTS in the slow stuff, as close as possible to a baby GT3 in the fast corners, and almost as hair-raisingly special as a 911 R to look at – somehow it falls short in each area. Perhaps that lacklustre first impression I had of this car counted for more than I first realised. Would I like to take it back to Snowdonia? Of course I would! It's just that at the same time I know I'd probably have as much, if not more fun, in something else from the current Porsche range – even a 'normal' 911 Carrera ... ○

*The cynical side of me says that
the Carrera T is a marketing exercise*





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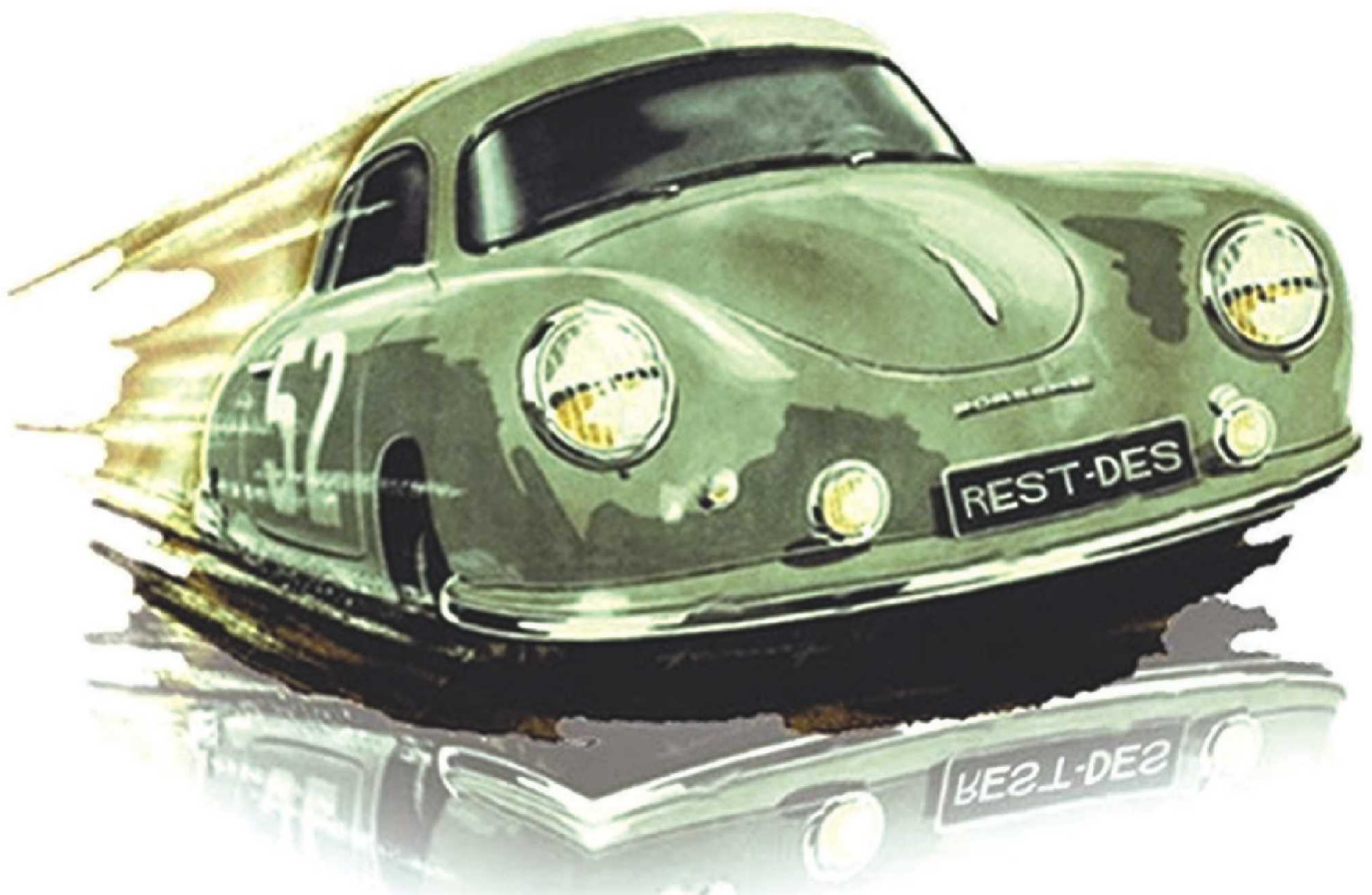


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The man behind Ferdinand Magazine, John has been writing about Porsches for more than a decade

Our Tyre Kicker compares his bargain basement Japanese roadster to what the Germans have to offer...

It's 11pm on a Saturday night and I've just come back from a late summer's drive on one of the longest days of the year. As I was checking the garage was locked before turning in for the night, I noticed the sky was still light and the temperature was still in the twenties. That was all the impetus needed for a quick half-hour spin in the country: winter will return soon enough, so one should make the most of nice weather while it is here.

Another factor was that I had a new car to drive, bought last weekend and not yet driven at night, so I hadn't seen how good the lights were, or what the dashboard looked like in darkness. Further inspiration came from the fact that this car is a soft top: bought on a whim for a few hundred quid, but already proving to be quite a shrewd purchase I must say.

As any fair-skinned person who has owned and used a cabriolet will tell you, driving with the roof down on hot, sunny days is a pain in the bum, only beaten by driving with the roof up on hot, sunny days and having every second person ask "what's the point of a convertible if you drive with the roof up when the sun is out?" But driving in the twilight on a balmy summer's evening: that is motoring perfection. It was a total no-brainer to take it out for a thrash.

Sadly for the sake of this column, my choice of wheels was not a Porsche. In fact, I could not have bought one wheel of my 911 for the price I paid for this car, let alone four of them plus the rest of a nice little car attached. My weapon of choice is Japanese: a turn-of-the-century Toyota. Bought for the

princely sum of just £400, it's a Mk3 MR2 Roadster.

Introduced to the UK in March 2000, the Mk3 MR2 was an instant success. Priced at £17k from a dealer or £15k from a wholesaler, some 10,000 Toyota MR2 VVTIs were registered between 2001 and the 2006 model end, so used car buyers have plenty to choose from. If low mileage minters are your thing, you'll get a spotless, investment grade car for less than £4k: cheaper than a project Boxster and with all the charms of a lightweight, mid-engined roadster. Buying guides say that a post-'03 car with six-speed transmission is the one to go for, but who's going to moan that the gears stop at five when it's £400? Not me.

Weighing just 600 kilos with 40hp to play with, the first Gmund

roadsters had a power-to-weight ratio of 66.6hp per tonne. At 975 kilograms with a revvy 140-brake engine to shove it along, the MR2 has twice the power-to-weight, but an overwhelming sense of lightness links the two. A 2.7 986 Boxster has higher power-to-weight, but it's carrying an extra 300 kilos around and the driver can feel every one of them.

Despite less power and a much cheaper price, the MR2 gives Stuttgart's roadster a fair run for its money. The MR2's driving position is near perfect and the steering and gearshift are simply superb. Period tests showed that the MR2 could get from 40-70mph quicker than a 2.7 Boxster, stopped from 70 within a tenth of a second of the Boxster's best effort and set the same one-tenth gap in an emergency lane

change at 50mph.

Contemporary road tests rate the cars more or less identically: four out of five overall, with the MR2 losing one star for an absence of luggage space. Each car's reliability has been put to the test over the last eighteen years. While MR2s had a few issues, they were obviously (much) cheaper to sort than the Boxster's well-documented foibles. At £400 for my MR2, if it breaks then who cares? Same goes for luggage space: there is usually just me. If I go to Ikea, I'll take something bigger. When I want to have fun, I will pull out a motorbike, or the cheap MR2.

Even on ten year-old 'ditchfinder' tyres, the MR2's chassis is thrilling, so I look forward to fitting the full set of Toyo T1-R rubber that arrived earlier this week and trying the car on fresh tyres. Then I have a small oil leak to sort with a £3 O-ring on the cam chain tensioner and one rear brake calliper to strip and clean. That should be all it needs until the end of the summer: if only buying a bottom-end Porsche was as attractive an option ○

A 986 Boxster is carrying an extra 300 kilos and the driver can feel every one of them...



The views of the author are not necessarily shared by the magazine.



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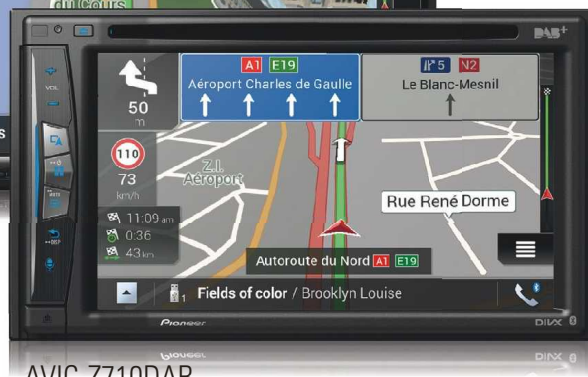
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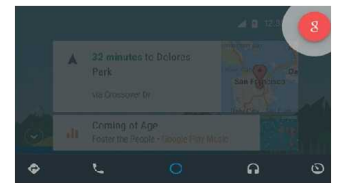
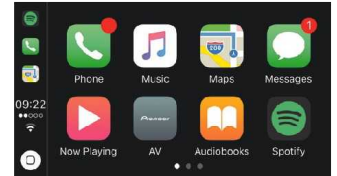
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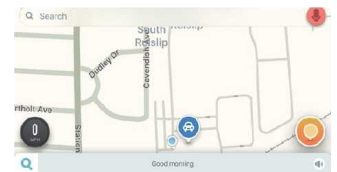
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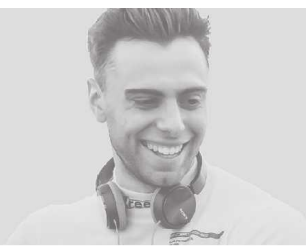


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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his fourth season racing Porsches

Dino takes to the international stage competing in the Porsche Supercup race at the British Grand Prix...

How does a driver recover from a bad weekend of racing? There are several ways. Oulton Park last time out was disappointing and unlucky, there was not much more I could have done having qualified second, then while running second a bollard pierced my radiator, forcing me to retire and start at the back of race two. Arguably the only thing that could've avoided that was to be on pole position, but as Lewis Hamilton showed recently at Silverstone sometimes that doesn't always guarantee you'll be first into turn one. Oulton was bitterly disappointing, however a call on the following Monday morning from my sponsor telling me I'd been insured on a Gen 2 911 GT3 road car for the summer was certainly one way

to quickly get over the weekend!

I jumped on a train to where the car was and drove it back to my base in Bristol. It's an incredible piece of machinery, a Sapphire Blue 991 with a manual 'box – just delightful! I'll be able to enjoy the GT3 for a few months while I get over the disappointment of losing the championship lead.

Another good way to get over things was to compete in the Porsche Supercup race at the British Grand Prix in support of F1. The opportunity to enter Supercup (which is the same as Carrera Cup GB but with 34 top European drivers) came via our 2017 title sponsor, DMS – we entered as a British 'wild card'. In Carrera Cup GB you have five or six experienced guys that can win races, in Supercup

you have 15-20. Any mistakes will be punished.

The weekend went pretty well, Friday Practice felt a little unfair for the wild card drivers, which were myself, Lewis Plato, Tom Wrigley and *Top Gear's* Chris Harris. We all had a brand new set of tyres for practice, everyone else had an older set and a newer set so they could really work out where the grip was and understand the car on older tyres. We had just one or two laps before the grip faded away on the new tyre, it meant we couldn't maximise the lap. Nevertheless, we knew that qualifying was important and learned as much as possible ahead of the session.

In comparison with Carrera Cup GB, the timetable for Supercup isn't as nice for drivers. We had Friday Practice at 6pm, Saturday's Qualifying at 5pm and the race on Sunday at 11am – so there was a lot of waiting around. I had a hospitality suite at Brooklands corner where I hosted 40 guests each day, so I had a lot going on entertaining

guests, sponsors and clients. I was tired before I even got in the car! The toughest thing was having to balance it all but I made sure I spent enough time with the guests, plus enough time preparing and working with the team for the job ahead. Qualifying went terribly. A red flag on my timed run meant I qualified 12th, which was most certainly not the position I'd hoped for – there were a few drivers who were lucky and able to put it all together. I got my head down and focused for an important race the following day.

It was a fun race. I made a strong start making up a place at the start. I overtook for 10th a few laps later before settling into a good rhythm. The safety car came out with about four laps to go, by this point, two cars had come together and I found myself in eighth place. I knew my pace was really strong as I was reeling in the cars ahead and pulling away from the group behind. After the safety car period I managed to sweep around the outside of a car on the penultimate corner, making it into seventh – past the driver who won the last race in Austria. I quickly caught the guy in sixth only for the chequered flag to drop and cease any further progress. It was a shame as I was really enjoying it and, with a few more laps, I feel I could've made my way into the top five. I had the fifth fastest race time and showed my ability to work my way through from a bad grid slot to finish seventh overall. The experience was positive and I have to say a big thank you to my sponsor DMS, and the Redline/Lechner teams for giving me such a great car. I learned an awful lot and showcased some British steeliness ○

Friday Practice felt a little unfair for myself, Lewis Plato, Tom Wrigley and Top Gear's Chris Harris...



The views of the author are not necessarily shared by the magazine.



Philip Raby looks back over his blog and ponders how the Porsche market has changed since he started it...

For us as Porsche dealers, social media is a big part of our marketing strategy – as it is for most businesses these days. However, the goalposts are always changing and we have to keep ahead of the curve. First it was Facebook, then Twitter was added to the mix, now we're working hard to build up a following on Instagram, while wondering if we need to embrace Snapchat. It's a good job I'm not an old bloke. Oh, hang on...

Before all this, though, came blogging, and I was relatively early to the party by setting up a blog on our website at www.philipraby.co.uk, back in 2010. The argument was that Google favours websites that regularly have new content added to them, and potential customers would enjoy reading what I had to say. I've just been looking back over my blog posts and they make for a fascinating insight into how the Porsche market (and my thinking)

has changed in eight years.

The very first post I wrote was titled 'Is the 964 the next big thing?' (looking back, I realise I should have included the word 'Porsche' to help it show up in search engines). In it, I predicted that the 964 would begin to go up in value as it was a relatively rare car and was the last 911 to retain the classic side profile with prominent front wings. Here's an extract:

"The 964 RS has become a real collectors' item with prices at around £70,000 plus, while the standard 964 struggles to sell for more than £16,000. Of course, the RS is rare and sublime to drive, but the standard 964 is not that different – power wise, it's only 10hp less.

"So I predict that good 964s will start to appreciate in value. If you've got one, look after it. If you want one, buy quickly – just make sure that you do get a good one, though."

Well, I got that one right, as today

you'll struggle to find a decent 964 for under £40,000. And as for the RS, well...

In fact, many of these early blog posts are an eye-opener when it comes to values. One called 'Can you buy a 911 for £10,000?' caught

Many of these early blog posts are an eye-opener when it comes to values

my attention. I suggested that, while a ten grand 911 SC might be a bit rough around the edges, you could still have a lot of fun with it... Then there was one about the 993 Carrera S, in which I say "Because of its desirability and rarity, 993 Carrera S prices are strong; it's rare to see one for less than £30,000, with exceptional examples touching £40,000." Finally, just to torture you more, in another post from 2010, I refer to a high-mileage standard 993 Carrera: "It's got 110,000 miles on the clock yet has been well-maintained by a known Porsche specialist and it's an absolute joy to drive. It's feels tight, fresh and with that factory originality that's so sought after. Simply because of the mileage, it's priced at just £16,995 – if it had done even two-thirds of that distance, it would be over £20,000." Ah, hindsight is a wonderful thing...

These old posts weren't all about money, though. I also suggested that 911 Targas were actually quite good

(back then, they weren't as popular as today), I explained why it doesn't really matter how many owners a Porsche has had, and compared the 911 to the iPhone, in terms of the way the two products had evolved.

A rather scary post was about the then current fad for updating 996s to look like 997s (they looked convincing until you got inside and spotted the earlier interior). I followed this up by wondering if anyone would take a 997 and make it look like the then-new 991: "But what of the new Porsche 911, the 991? Could you make a 996 or 997 look like the latest model? Tricky, because the 991 is a completely new body shape. It would be akin to making a 964 look like a 996 (tell me no one has tried!). That said, I bet someone will have a go – grafting 991 headlamps onto a 997. It won't work, unless someone proves me wrong."

Seven years on, I've yet to hear of such an abomination, thankfully!

I also blogged about road trips, to France, the Isle of Man and to Jersey, recorded the death of Butzi Porsche, gave advice on mechanical woes, talked about the smell of Porsche 911s, and explained why Porsches are eco-friendly. In fact, the most popular post, in terms of hits, is one about how to get into a 996 or Boxster when the battery goes flat – that is still getting read today.

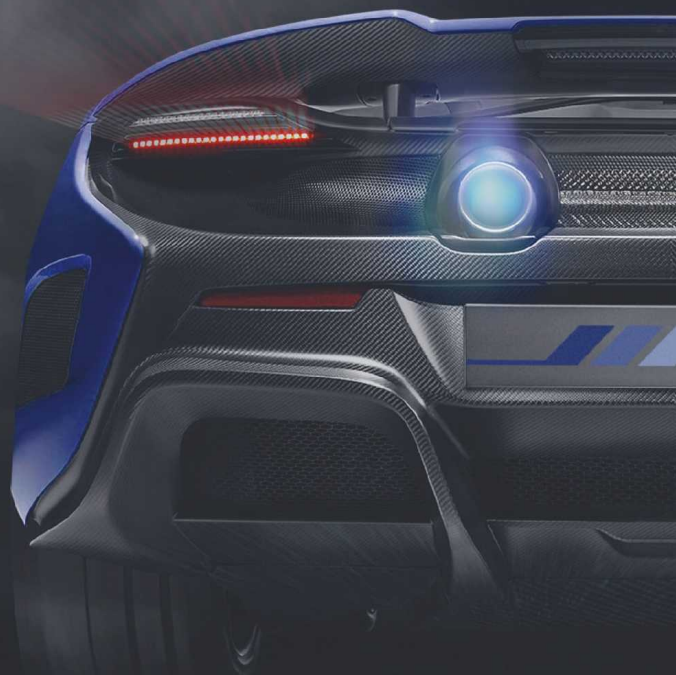
I covered a diverse range of topics and, even though I say so myself, the blog does make for interesting reading. In a way, it's a shame that I've neglected it in favour of more modern forms of social media. Maybe I'll start blogging again. Watch this space! ○





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118D/218D/318D » 225BHP
120D/220D/320D/420D » 240BHP
328i/428i » 295BHP
335i/435i » 410+BHP
330D/430D/530D/730D » 360BHP
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MACAN GTS » 440+BHP

MACAN TURBO (ALL MODELS) » 480+BHP
MACAN S DIESEL » 318+BHP
PANAMERA TURBO » 600+ BHP
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MCLAREN 650S » 720 BHP
MCLAREN 675LT » 750BHP
MCLAREN 570S » 680+BHP
AVENTADOR » 750+BHP
HURACAN LP610 » 650BHP
GALLARDO LP560 » 600+BHP
BENTLEY 4.0 T V8 » 700BHP
BENTLEY GT/F-SPUR » 680BHP
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BENTAYGA W12 » 700+BHP
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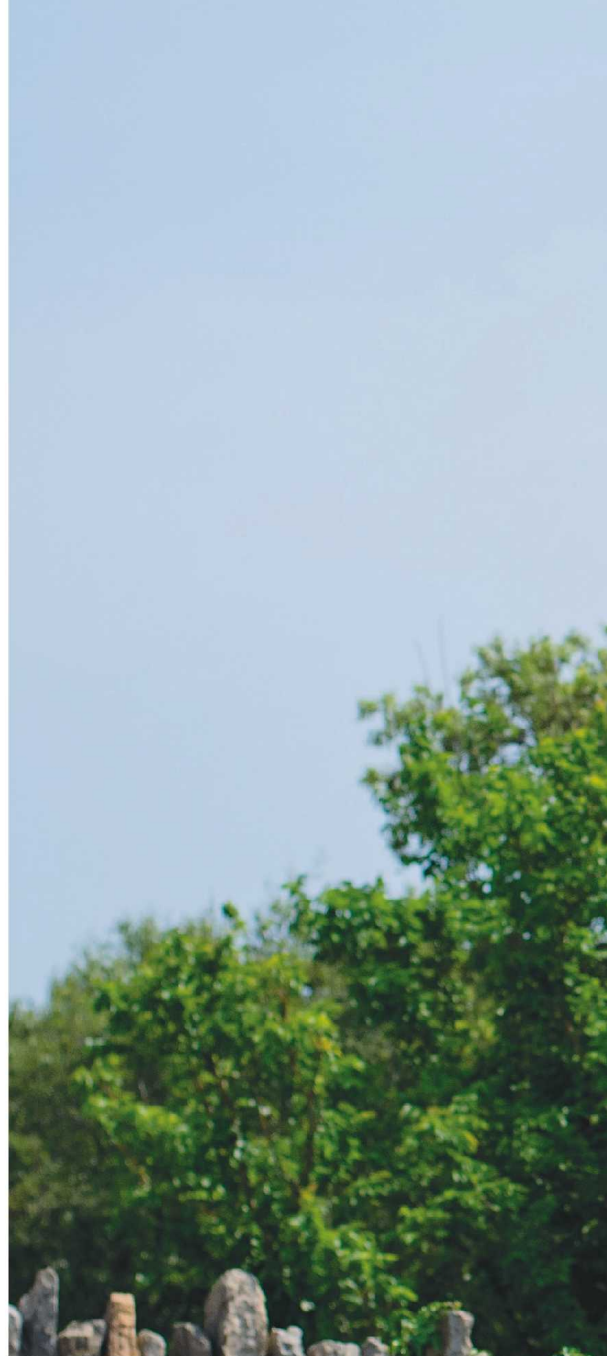
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Power *To The* Four

A 912 is your last chance at owning a classic, pre-impact bumper Porsche for sensible money. Can it fill the void left by its more expensive 911 cousins?

Story & Photography: Rich Pearce





It's well known that Porsche's idea to streamline its 911 production line with that of a lesser, entry-level model at the end of the 19th century very likely saved the company from extinction. A commonality of parts between the 996 and 986 Boxster platform meant the books could be balanced by maximising revenue while minimising costs. It proved an ingenious move, but what people may not know is the practice had been seen before at Porsche, albeit some 35 years earlier.

After 15 years of 356 production, Porsche sought new horizons with its now legendary sports car. Cue Butzi's timeless design of the 911, then named 901, its sleek, flowing silhouette and powerful flat-six engine lighting up the Frankfurt motor show of 1963.

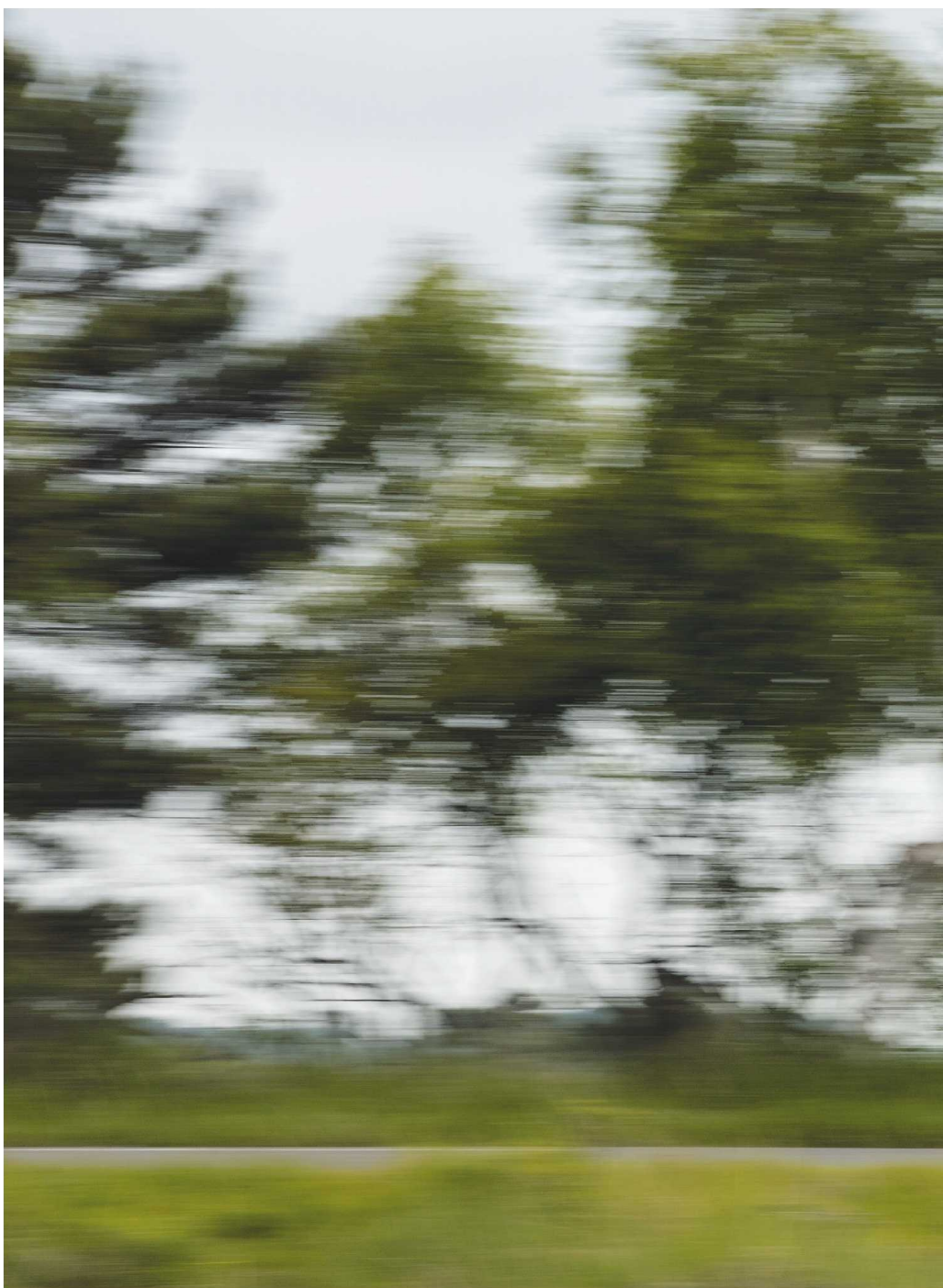
Soon after capturing the imaginations of

journalists and the public alike in Frankfurt, production of Porsche's new 901 model began in earnest, the first 82 being delivered in that year before Peugeot took issue with that '0' in the middle of its designated model name. But it wasn't just the 901 which had its nomenclature forcibly changed: the same fate became of the 902.

Right from the launch of its 911, Porsche wanted to offer a similar car at a more affordable price point, with a basic parts share principle to – you guessed it – minimise costs and maximise profits. The 912 was born: Butzi's now famous design for the 911 would remain, though that familiar flat-four engine from the outgoing 356 was lurking under the chrome-slatted decklid instead of a flat-six. Porsche's young engineer, Hans Mezger, had

developed a flat-four version of the flat-six powering the 130hp 911 for its sister 912, but the design was ultimately dropped: Porsche had thousands of parts for the outgoing 356's flat-four and opted to put them to good use instead, mated to a four-speed gearbox.

The concept of having a familiar engine housed in an all-new chassis was nevertheless an instant success story: by 1965, Porsche had sold double the amount of 912s compared to 911s, and by 1969, of the 12,800 911s and 912s sold, a mighty 9,000-strong were 912s. Half of these were bound for the United States. The 912 had a revised specification over its superior 911, with a paring-back of luxuries in order to justify a price point similar to the 356 before its discontinuation. The differences, really, were only subtle: 912 drivers had to



make do with three instead of the usual five dials in the 911's instrument cluster, though by 1968 all five were in use in the 912 too. Otherwise the differences mainly fell to the interior upholstery.

This paring-back on spec, twinned with the fact the 912's engine had two less cylinders, meant that although the car was some 40hp down on power compared to the 911, it was some 100 kilograms lighter. This, twinned with the fact that to the uninitiated it very much 'looked' like a 911, helped contribute to the 912's commercial success.

Ultimately, it was that 'regenerated' flat-four engine which proved the car's downfall after just five years. Faced with stricter emissions regulations which Porsche knew its 356-derived Type 616 engine would not

pass, the company shelved its 912 in 1969, replacing it with the 914 as the new entry-level Porsche vehicle.

In the 50 or so years since, the 912 has endured a fate typical of its status as an entry-level sports car: as prices fell, detailed restorations weren't by any means economical, many were modified or simply left in various states of disrepair. Bodge jobs weren't uncommon, with one specialist description of them as "long-time Californian students' cars" giving some idea as to the level of investment and upkeep likely to have been placed into the model over the years. Only a very few were kept pristine.

Hanging on the coat-tails of its sister 911, values of the 912 have appreciated considerably in the last four years. However,

today a 912 represents the last affordable entry into long bonnet Porsche ownership – though this isn't likely to remain the case for too much longer. A project car in need of work can be had for £25,000, though a concours car will already set you back as much as £60,000. Shoehorning a flat-six engine into the car (known colloquially as a '912/6') has historically been a popular modification but today an original car, such as the one in our pictures, is considered just as desirable. In splendid condition throughout, we've been thrown the keys to this daily-driven example of a 912 to help us ask the question: is it a worthwhile purchase for those craving that hallowed long hood classic Porsche look?

As we've discovered, to all intents and purposes the 912 'looks' like a pre-impact

*A 912 represents the last affordable entry
into long bonnet ownership*



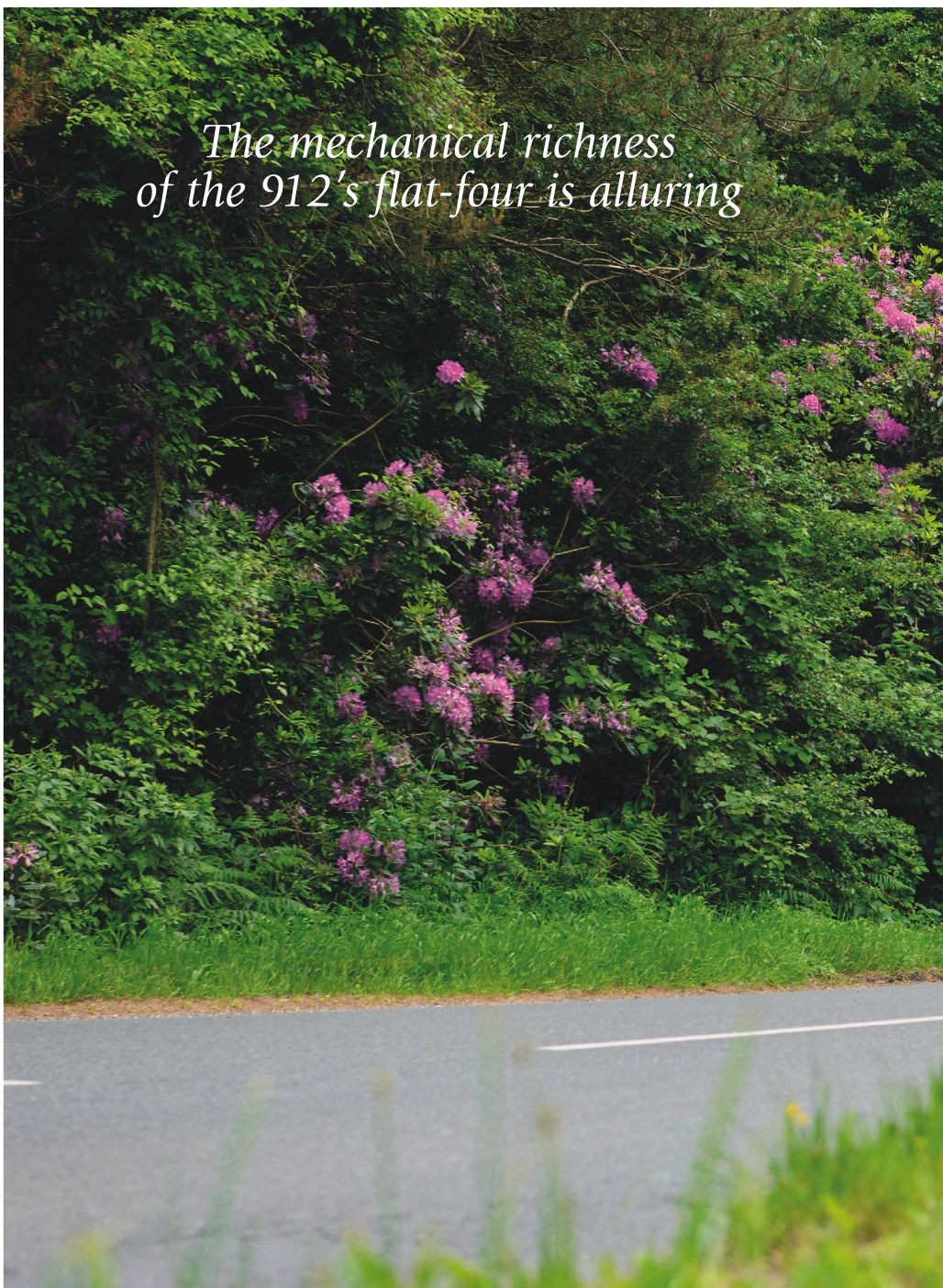


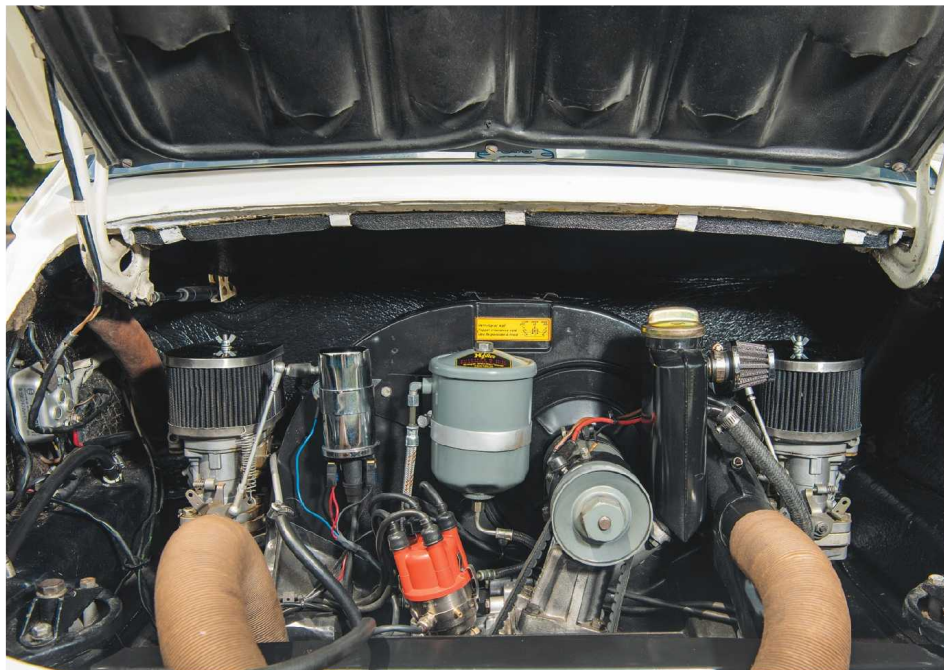
bumper 911, its steel body construction and simplistic curves identical to its bigger brother. Helped further here by the presence of optional Fuchs wheels (Porsche's iconic leaf design alloys have found their way on to many 912s) plus a re-profiling of the 912's delicate arch flares for more of an aggressive look, there are little clues present to give the game away that this is the 911's poor relation. Spurred on by that iconic, purist silhouette, we're excited to climb in and go for a drive.

Taking our place inside the cabin presents a similar feel to that of an early 911. Green dials ahead of us are reminiscent of the early cars, the 912 employing the same ventilation system (by way of the opening front quarter window) as its flat-six counterparts too. There is a distinct lack of refinery in materials used, of that there is no doubt (last of the line cars from 1969 were fitted with pepita patterned seats borrowed from the 911) though the presence of an optional five-speed 901 gearbox and wonderful Momo Gritti steering wheel makes up for this.

Bringing the flat-four to life with a turn of the key and a little application of the gas pedal, I slot the shifter into its dog-leg first gear and pull the 912 away from a standstill, pootling through the countryside while the car is brought up to temperature. This gives me time to familiarise myself to the surroundings and drink it all in: the sights of those pronounced front quarter panels ahead of me, the faint smell of a little oil being burned, and the sweet sound of a 50-year-old flat-four engine powering us up the road. Equipped here with superior Webers rather than the standard-specification Solex carburettors, it's still missing that gruff, meaty note of an early flat-six, though in our modern world of sound symposers and faux exhaust noises the mechanical richness of the 912's flat-four is just as alluring.

*The mechanical richness
of the 912's flat-four is alluring*







Driving into town, we get many an appreciating nod from old and young – I can't recall the last car I drove that garnered so much admiration from so many onlookers. We soon leave the town behind and push on into the country, working up through the five forward gears of the 901 gearbox. Precision is needed for each change, the car not responding well to a rushed cog swap, but no matter, for the 912 suits a more laid-back driving style. That rev needle certainly doesn't whip round the taco with anything like the same vivacity as in a 911. The 912 is very much

a momentum car then, encouraging you to build your speed and then maintain it as you sew each corner together. It's absolutely outstanding fun: the car feels alive, its steering wonderfully direct and reacting to even minor inputs through the wheel. Though it's lighter than a 911 at the back, that weight at the rear is still keenly felt in the 912, particularly in a short-wheelbase model such as this. Your inputs must be smooth to keep the car balanced, here sharing the inherent traits of that coveted sister car.

A slightly different approach is required

to driving the 912 then but, crucially, at no point during the drive am I left wanting to be at the wheel of a 911. For similar money to a 911T, a 912 offers 80 percent of the classic Porsche driving experience. If you can look past the fact there's no flat-six under that rear decklid, a 912 makes for a cracking classic purchase – though you'll have to be quick. Porsche enthusiasts, and the wider classic car community for that matter, are waking up to the 912's charms as more and more examples find their way to Britain from the United States. Power to the four, indeed ○

THE 912E

Although the long bonnet 912 bowed out of production in 1969, Porsche revived the model, albeit momentarily, in 1976 with the arrival of the 912E. Now clad with impact bumpers in line with the 911's G Series specification, the model was destined for the United States only, as Porsche sought to bridge the gap between the outgoing 914 and transaxle 924 as the company's entry-level car. Like the pre-impact bumper 911E, the 912's 'E' stood for 'Einspritzung', or fuel injection, and came fitted with a 2.0-litre Bosch D-Jetronic flat-four carried over from the outgoing 914. Just 2,099 models were sold, all in coupé body form.





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FURY ROAD

When ‘Carnage’ – a new Sky TV show summarised as “*Robot Wars* meets *Scrapheap Challenge*” – was looking for contestants to build weaponised cars, Porsche specialist 9 Apart answered the call. This *Mad Max*-style Boxster is the result...

Story and Photography: Robb Pritchard

Performance stats, road handling, mpg, all of these are regularly used to describe Porsche cars in magazine articles. Armour and weapons systems... not so much. Sky TV’s new show for petrolhead and adrenaline junkies ‘Carnage’ has been on screen since the beginning of May and attentive viewers might have noticed that among the *Scrapheap Challenge* / *Mad Max*-style creations there was a Porsche Boxster under a ton of armour. Fights were won by disabling an opponent

and the nimble-handling, wedge-shaped Boxster had the advantage of being able to go underneath the much bigger 4x4s to tip them over. But unfortunately it’s first fight didn’t last that long...

Despite being filmed in the bleak post apocalyptic-style wastes of a South African desert, our story begins in the old milling town of Ramsbottom in Greater Manchester. Rob Scott of independent Porsche specialist 9 Apart grew up messing about with old VWs, over the years he stepped up and up

to currently run a Boxster in the BTRDA Rallycross Championship. One day last year a friend forwarded him a Facebook post looking for people to build weaponised cars. “It was billed a bit like *Robot Wars* meets *Scrapheap Challenge* so of course I was interested,” Rob says. “I love building random things and I’m also very fame hungry – so it seemed the perfect project!”

Racing a Porsche and working at 9 Apart it could only be one marque used as the base car, and it only took five minutes to



make a sketch of what a weaponised Boxster would look like. To accentuate its low-slung advantage Rob drew a low plough on the front to scoop up opponents. And a couple of weeks later the design was chosen to be one of the thirty cars from around the world to star in the show. Each team got a budget of £7,000 for their builds, but they could go over that at their own expense, details of what the other teams were planning was kept top secret. The

rules stated that the biggest chassis permitted was that of a Range Rover, so Rob thought it was obvious that most people would go for size and brute force with builds based on 4x4 underpinnings. One thing the organisers did allow Rob to know was that his entry would be the only Porsche...

A suitable donor car was found in a high mileage 2.7 986 that Rob bought for £3,500. Normally when buying a car you want it to

be in the best condition you can find, but Rob was rather sad that this one was utterly immaculate. "It didn't have a scratch on it," Rob shrugged. "The previous owner had obviously cherished it and would probably cringe to know what we did with it..."

The team had eight weeks to build the car so it was all hands on deck, with partner in crime Hannah Bickerstaff who shares Rob's workshop with him (and who is also

Above: The build started with a 2.7 986 Boxster sourced for just £3,500...





his rallycross mechanic) taking on a major role. Also involved was Sarah Hall who commentates for the rallycross championship. "Sarah is an extreme driving skills teacher," Rob says. "She shows people how to do handbrake turns for a living, which is just a step or two down from a professional stunt driver, so she was an obvious choice to be the driver. Especially as there was no damn way I was going to do it!"

The first thing to do was strip the car down, £1,000 was immediately recovered by selling the surplus parts such as bodywork and interior, and the recently refurbished roof. As glorious as it is to have the Boxster's top down for a drive on a sunny day when the car is needed for battle it needs something solid on top. A metal roof created from five millimetre thick sheet steel did the trick.

The front bonnet was made of fibreglass

in the same one-piece mould as that used for Rob's rallycross car, except it was made an inch thick on this occasion! The frame for the front plough wasn't exactly painstakingly designed, Rob knew what he wanted and is a competent enough fabricator that he simply cut some tubes and plates, tack welded them together and made them fit. In addition a hydraulic ram that could lift the plough up was fitted.

Additional weaponry included foot and

Each team got a budget of £7,000 for their builds...



a half long spikes that were mounted on the back of the car, these could be released to hobble any pursuers while a paint gun mounted in the passenger space was intended to blind oncoming opponents. For health and safety a full rollcage was installed as well as a bulletproof polycarbonate screen designed to protect against anything the other teams could throw... Some had chain flails, others were even equipped with flamethrowers!

Rob made some adaptors so that 15-inch Land Rover wheels shod with a set of off-road tyres could be fitted. The original suspension setup was retained.

"We were pretty confident with what we had, we knew that even weighing 1950kg [700kg heavier than a road-going 986] it would be much faster and more agile than most of our competitors," we're told.

After two months of late nights and every second of spare time, the car was ready to

be shipped out to South Africa – a couple of weeks later Rob took his first ever flight to join it. Unfortunately it seemed that someone at the port liked the cars, helping themselves to whatever they could:

"They tried to get the radiator out but couldn't as it was welded in. The damage caused the drain plug to split and while we were filming the promo shots it dumped its coolant – we almost lost the engine," Rob said.

Teething troubles aside what the Sky TV team had done with their \$7,000,000 budget was seriously amazing. The arena was filled with all sorts of obstacles such as buildings and giant bots designed to cause damage if cars got too close. All of this was surrounded by a scaffold city. There were pit places and fully equipped garages with a huge building made out of co-joined containers where the canteen and film crew HQ was located.

Despite such a massive undertaking, Rob

didn't feel as though he was out of his depth:

"Looking around it was pretty much as we expected, most people had gone big and brutal, so there was plenty of space underneath their rigs to get our plough in. All we had to do was to tip them over so they couldn't drive – we knew that we had a good chance of doing very well."

For obvious health and safety reasons no spectators were allowed anywhere near the battle ground, Rob's team was the first to go so there was no feedback to be had from any others who had done battle. So, Sarah went in blind with no real idea of what was to come, apart from what her imagination could conjure concerning driving a Porsche sports car at flame throwing 4x4s...

Sarah was under all that metal, had a five point harness, full fire suit and a HANS device, but the two other vehicles she was pitted against were twice the Boxster's size. She was





understandably nervous. Rob and Hannah were nearby watching a live drone feed on a big screen TV with radio communications trying to help calm her down. They weren't succeeding too well.

The three competitors were lead to the centre of the arena and when the green light came on they powered away, circling around looking for an opening. One team in a Jeep swooped in for the first attack and managed to get their long, pointy, ram under the back

wheels of the Boxster to lift it up. Of course, with no mirrors and with severely limited vision Sarah couldn't see what was going on. But she could see that the other 4x4 was closing in, fast. It was a very hard hit and, with the 4x4 beached on the front of the Porsche, the noise from the other car behind saw her (understandably) hit the panic button.

"I can't honestly say I wouldn't have done the same thing in that situation," Rob shrugs. "The car was totally fine but unfortunately it

was an elimination-style event so that meant we were out. It was a pity that it was over so quickly, but what can you do?"

Most of the other cars were dragged out of the arena in pieces but the Porsche, with just a few scratches on it, looked fine. The producers tipped it onto its roof to help with the general post-apocalyptic atmosphere and that's where it rather ignominiously remains. A rather sad and unfulfilled end to the life and times of a very unique 986 Boxster ○



Carnage has been airing on Sky One since May...

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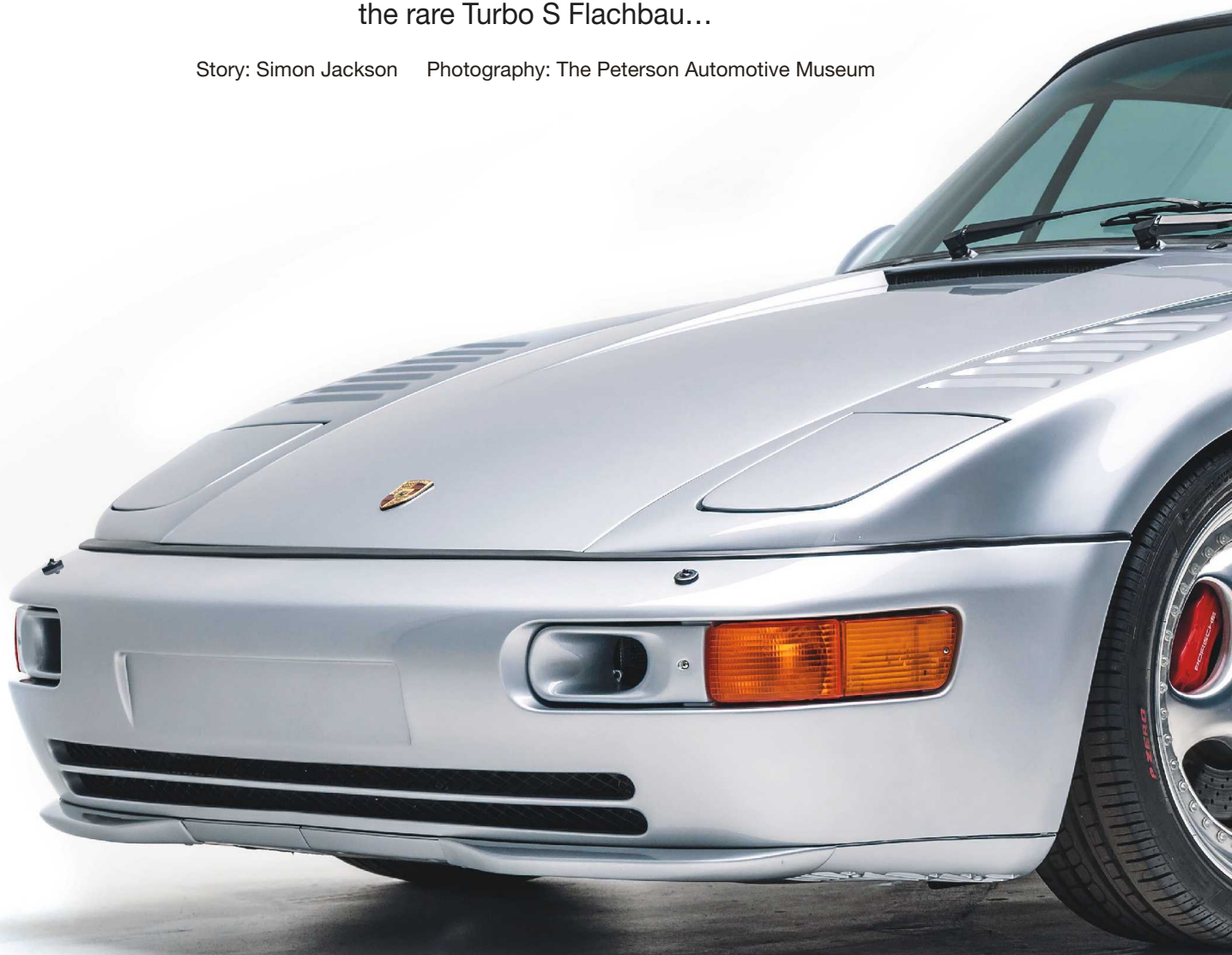
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Nose Job

Changes to global markets and staff at Porsche shaped the makeup of the 964 Turbo, a car that started life as a baby 959 and ended its evolutionary journey as the car you see here – the rare Turbo S Flachbau...

Story: Simon Jackson Photography: The Peterson Automotive Museum







During the early 1990s Porsche was in the midst of a dire financial situation. It would rob us of a car that had all the hallmarks of becoming one of the most iconic 911s of all time – the 969. Intended as the replacement for the 911 (930) Turbo, the 969 was billed as the ‘son of the 959’ by those who knew of its genetic makeup. Built on the platform of the Carrera 4, this car ran an advanced four-wheel drive system and boasted styling that mixed 964 with 959. Perhaps most importantly it ran a 370hp engine mated to a PDK automatic transmission with the option of a manual gearbox too. The water-cooled flat-six motor was 3.5-litres in size and used twin turbochargers which worked in conjunction with four-valve cylinder heads. Here was a range-topping 911, a 185mph plus supercar, except it was taken from us before it was even properly born.

The decision to cancel the 969 project must rank as one of the most significant in the history of the modern 911, for not only did it promise much but Porsche had got just

18 months away from starting production on it. Some sixteen prototype cars existed, the numbers had been run and tooling for production of 2,500 cars established. So what happened? A man called Heinz Branitzki – that’s what. Porsche’s former finance director took over leadership of the brand in the late 1980s, Branitzki assumed the big chair in the midst of the stock market crash. Practically overnight a vast chunk of Porsche’s customer base, the ‘Yuppies’ if you will, vanished, and with them the market for a bank balance breaking, fuel glugging, 911 supercar. Porsche was not yet in the red but one wrong move could change that, a bean counter by profession, Branitzki called in a whole raft of suited consultants to look at the hard facts.

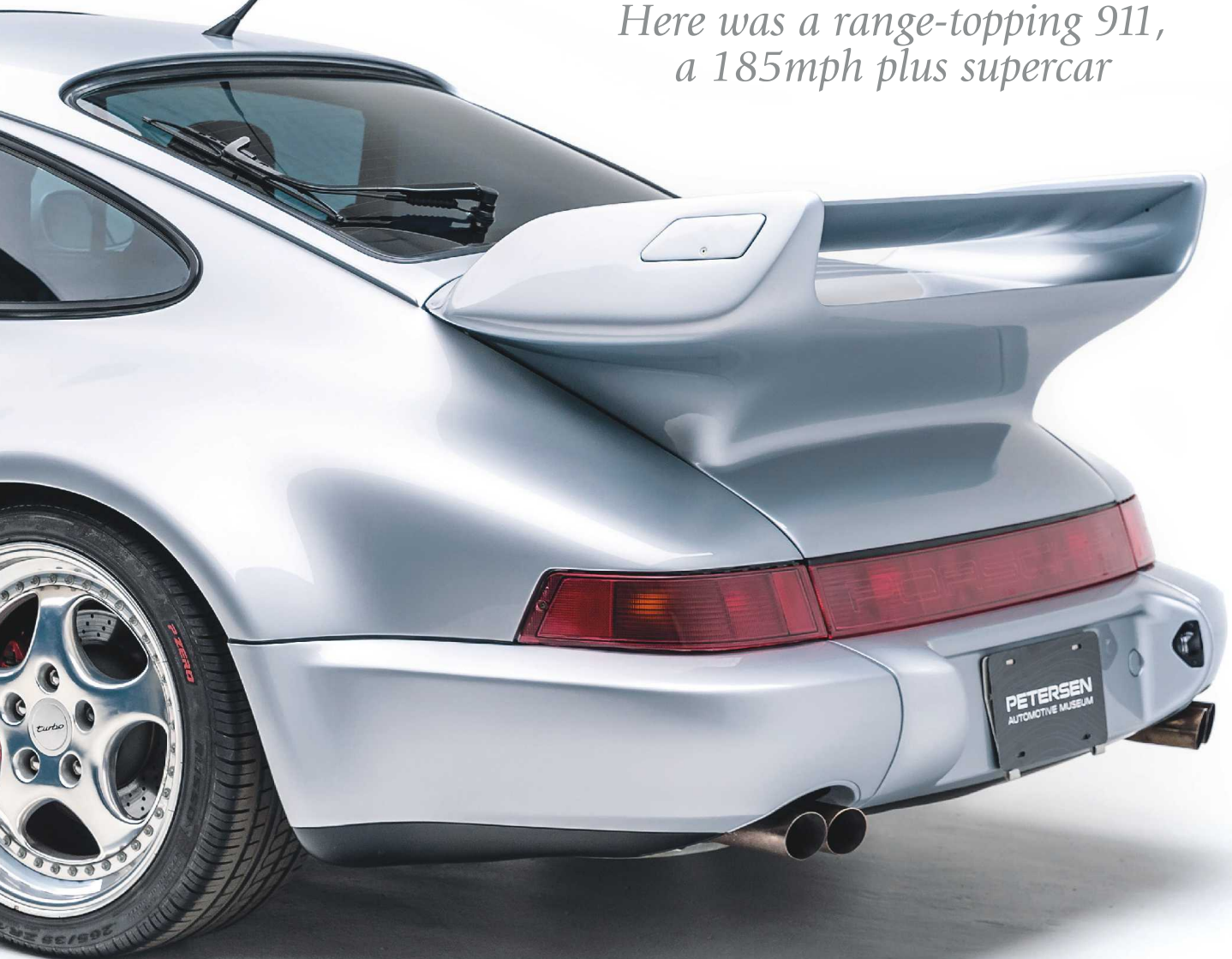
Numbers presented on sheets of paper encouraged Branitzki to make radical changes. Potential projects were cancelled including the creation of 928 derivatives, the 924 was given the boot, and the future of the 969, also known as the 965, rested on a knife edge. All the same work on the project continued.

If anything the new car’s development was

ramped-up, not down. Planned production of 1,000 units was upped to the aforementioned 2,500, and as engineering decisions led the model’s styling it began to take on a purposeful look akin to Group B cars of the era. According to those working on the project, one of the prototypes was nicknamed ‘Black Bomber’, but despite its cool moniker this was a project in trouble. The 965’s engine configuration was causing its fair share of engineering headaches (temperatures were too high, development costs were spiralling), its very essence was in question with Porsche even working on V6 and V8 alternatives for a time. Helmuth Bott was championing the alternatives, but ultimately a solution was arrived at that encompassed water-cooling technology, the bottom end of the 964’s engine and the top end of the 959’s unit. Then Bott left Porsche and was replaced by Ulrich Bez. The man underneath both, Horst Marchart, immediately questioned the 965 project and Bez commissioned a report into it.

This was the beginning of the end for the 965, within two weeks Bez was confronted

*Here was a range-topping 911,
a 185mph plus supercar*





*Porsche first introduced the Flachbau
or 'Slantnose' option in 1981*



with data that showed the project was not without issues; not just the question of which engine it would use but how much it would have to be sold for in order to swallow its enormous development costs. The writing was on the wall and sure enough Bez and his team scrapped the 965/969 project altogether in December 1988, crushing 15 of the 16 prototypes and the tooling used to build them. However, the 911 Turbo would not be permitted to die. Bez was presented with a new idea; the development of the existing 930 Turbo 3.3-litre engine (in its most powerful 300hp plus 'Sportkit' form) housed in a 964 chassis. This was very much a 'stop-gap' idea and turning it around in the time frame would

certainly be tight, but the idea did ensure the survival of the 911 Turbo – an iconic Porsche 911 and, importantly, a good earner for the company. Production finally began at the end of 1990.

By 1992 a large proportion of 964 Turbos being ordered were S variants, but those buyers enjoying the idea of that extra power would soon be offered something else – the 3.6-litre version of the car was being prepared for sale. The revised car would debut at the Paris Salon in the autumn of 1992, it featured the M64 engine enlarged to 3,600cc producing 360hp and 383lb/ft – it is this version of the car that is regarded by many as the 'proper' 964 Turbo. The 3.6-litre engine featured new

camshafts and cylinder heads with single spark plugs, that differed from the 964 Carrera models which used twin plugs per cylinder. Lifted from the 3.3-litre engine was the same KKK single turbocharger, it was pretty much identical save for a new design of exhaust and wastegate, the hike in power largely the result of a reworked engine management system.

With its new engine the 911 Turbo was now a far better car to drive, not only was it more powerful it was also far more drivable. That the 3.6-litre Turbo was produced only for the 1993 and 1994 model year meant that less than 1,500 were sold – this made it one of the rarest Porsches since the 959. In addition it was the last 911 Turbo to be offered in rear-drive and



to utilise a single turbocharger – subsequent 911 Turbos came with four-wheel drive and smaller twin turbo setups. However, Porsche would offer an even more exciting and even rarer version of this 964 variant before the arrival of the 993 model which replaced it.

Head of Porsche's 'special vehicles' department, today known as Porsche Exclusive Manufaktur, was Rolf Sprenger. Amongst the alternatives to the 3.6-litre motor offered to Bez was Sprenger's idea for the second wave of 964 Turbos, he proposed that a modified 3.3-litre Sportkit motor was used, it was known internally as the 'Sprenger motor', though ultimately the new 3.6-litre engine was favoured. In summer 1993 the 964 was

nearing the end of its model run, and when a car is nearing the end of its cycle is usually when interesting things start being concocted by Porsche. Enter Sprenger again who wasn't done tweaking the turbocharged 964 just yet. His 'exclusive' department began working on a limited run of hand-built 3.6-litre 911 Turbo cars with the Exclusive Option X88 code – decoded that means the S engine – and a Flachbau (read slant nose) front end. Officially termed the 'Turbo 3.6 S Flatnose' these cars came with the M64/50S power unit, a further development of the 964 Turbo's M64 mill this time boasting 385hp.

Porsche first introduced the Flachbau or 'Slantnose' option in 1981, on the 930 Turbo.

The unusual slanting nose had racing pedigree, hailing from the 935 racers of the period where its design played an aerodynamic role. Norbert Singer was the man responsible for shaping the aerodynamics of the 934 and subsequently the 935 that followed it.

The 934's shape was governed by Group 4 regulations, the 935 by Group 5 rules, over the winter of 1976-1977 Singer spent a great deal of time working both in Porsche's scaled down wind tunnel and Volkswagen's full size affair at Wolfsburg. His drooping nose design was all about maintaining levels of downforce while also improving the racing car's drag-coefficient and in this task he was successful.

When Porsche first applied the nose



The 964 Turbo was a poster car for a generation

treatment to a road-going 911 in the 930 Flachbau it is commonly understood that less than 1,000 cars were so endowed.

The most expensive road-going Porsche ever built at the time, the 964 Flachbau took inspiration from the 965 project – in fact some of its part numbers even featured those magic numbers. On a worldwide scale only 93 such cars were built though there is some confusion on this subject, most likely because the X88 option could be optioned either on the factory production line or at main dealer level. The most reliable accounts state that 76 of those 93 were slant nose examples for in total they comprised; 10 'X83' cars for the Japanese market (featuring pop-up 930 Turbo S headlights), 27 'X84' Rest of World cars; 39 'X85' USA cars, and 17 USA only 'Package' cars. All Turbo S Flachbau models featured the X88 option Turbo 'S' PowerKit

(including the Flachbau car you see here), with the 385hp M64/50S motor and five manual forward gears, X92 Exclusive front spoiler, X93 Exclusive rear spoiler and X99 Exclusive rear vents. The X88-engined version of this generation of 911 is undoubtedly the pinnacle of 964 Turbo production offering as it does 385hp and 384lb/ft at 5,000 rpm. The engine's cylinder head features an inlet with modified exhaust ports, a modified inlet manifold and modified camshafts in addition to a new turbocharger. That impressive engine specification was joined by beautiful 18-inch Speedline spit-rims and an exhaust system with four exits.

Today the 964 Flachbau is one of the rarest 911s of all, when examples do appear for sale they change hands for extraordinarily high numbers reflecting that rarity. There's a school of thought that Porsche did not fully recognise

the significance of these cars until within the last two decades, but if that point of view is correct that has certainly been addressed in recent years. The inclusion of such a car in the The Petersen Automotive Museum's 'The Porsche Effect' exhibition (as seen here), put together in collaboration with Porsche, serves as evidence of that point.

Without doubt the Flachbau is one of the most instantly recognisable variants of Porsche 911, so too the 964 Turbo which was a poster car for a generation. Though we might criticise the likes of Heinz Brannitzki for terminating the 969/965 project all those years back, we can also perhaps thank him, and for that matter Rolf Sprenger and Norbert Singer, for the car we see here. The 964 Flachbau was in many ways defined by the shape of its nose, and yet ultimately there was much more than that going on under its skin.... ○

THE PORSCHE EFFECT

The Petersen Automotive Museum in California is hosting 'The Porsche Effect' exhibition until 2019, of which this vehicle is part. For more information visit www.petersen.org/porscheeffect





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(06-2006) Basalt black with black leather
56,000 Miles.....£34,000



PORSCHE 911 (997) "2S" TIP
(07-2007) Meteor grey with black leather
60,000 Miles.....£33,000



PORSCHE 911 (997) "2S" 3.8
(07-2007) GT Silver with black leather
62,000 Miles.....£33,000



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(56-2006) Silver with black leather
66,000 Miles.....£33,000



PORSCHE 911 (997) "4S" 3.8 CAB
(06-2006) Seal grey with ocean blue leather
60,000 Miles.....£33,000



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(57-2007) Silver with black leather
53,000 Miles.....£33,000



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(56-2006) Silver with black leather
48,000 Miles.....£32,000



PORSCHE 911 (997) "4S" 3.8
(56-2006) Silver with ocean blue leather
63,000 Miles.....£32,000



PORSCHE 911 (997) "2S" 3.8 TIP
(56-2006) Silver with ocean blue leather
57,000 Miles.....£29,000



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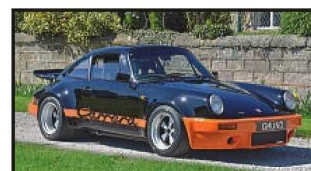
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Undiscovered Country

As with its road cars, the interest in (and values of) Porsche tractors have been growing. We look at the history of these commercial vehicles and their status in the current marketplace.

Story: Wilhelm Lutjeharms Photography: Kian Eriksen, Porsche

If you think for a moment that Porsche's history is exclusively punctuated by great, capable and victorious road and racing cars, you'd be making a mistake. Flick through a book such as Karl Ludvigsen's *Origin of the Species*, which details Ferdinand Porsche's interest in (and passion for) engineering, and you'll discover it didn't start with cars, but with several types of machines – including the tractor. As early as 1914, when Dr Porsche was the technical director at Austro-Daimler, he designed a military tractor to haul a canon. Interestingly, around this time, one of his tractors used a petrol engine combined with an electrical generator that fed electric motors on the wheels of the trailers.

In 1923, Porsche moved to Daimler (which would later become Daimler-Benz) and, for the first time in his life, he worked on diesel engines. It was during this period that a representative of the German Reich, Robert Ley, asked Porsche's team to develop a "people's plow" with the support of the country's government.

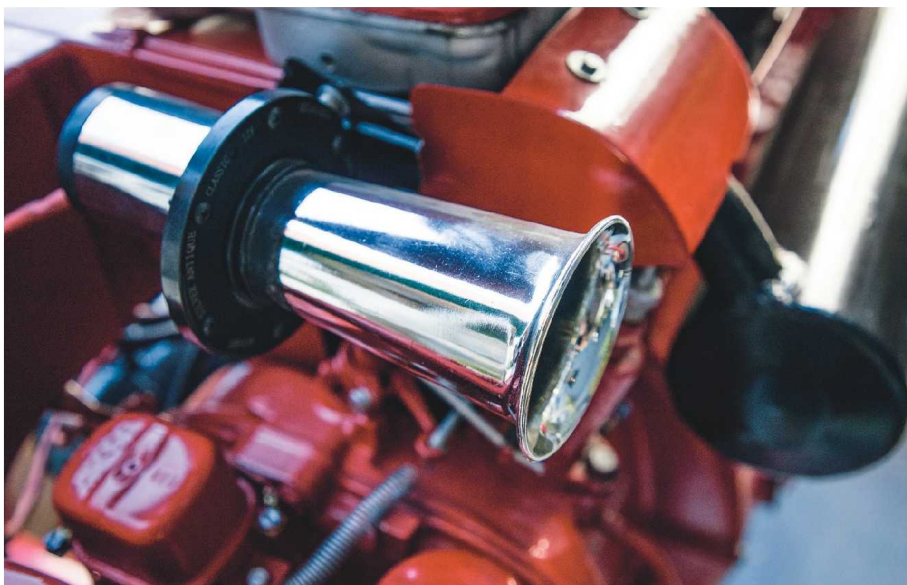
The result was a small tractor with ploughing equipment called the Type 110, which was conceived in late 1937 (designs continued up to the 113 model in 1940). This model featured a rudimentary front container which could accommodate the counterweight to off-set the implement at the rear.

It was in that same year that Dr

Porsche wrote in his notebook the design specifications he envisioned for his farm tractor: "It must have a low purchase price... It must have low maintenance costs... It must have universal application in agriculture. It must be sturdy, powerful and fool proof..."

These early Type 110 tractors featured two-cylinder, air-cooled engines that delivered a modest 12hp at 2,000rpm. Next to arrive was the Type 111 which now offered three engine options; diesel, petrol or a generator-gas engine.

After World War II (during which production was discontinued), five new tractor designs were developed in 1945 and 1946. There was the Type 309, with a two-stroke



diesel engine, as well as the Type 312 and Type 313 petrol-fed models, the latter of which featured a PTO shaft, a pulley, side mower drive and a rear hydraulic drive for several types of farm equipment. Both engines were air-cooled.

Dr Porsche's work continued throughout World War II, an element of his life which has been well documented. Although his love for racing was by then already evident, he was drafted into the German government's military activities. However, before the war broke out, the Porsche and the Piëch families had invested a lot of their capital in property in the Austrian town of Zell am See. Another reason for this specific purchase was that the property extended 741 acres up a hillside and a further 124 acres into a valley – the perfect environment to test tractors.

It was here in Austria where further designs and developments of the tractors came to fruition. Karl Rabe led a team of engineers to design a small family of tractor models. Dr Porsche had some trouble finding a company to produce his tractors. However, eventually, an agricultural company of Erwin Allgaier in Germany began manufacturing his tractors in 1949. The reason for the cooperation was also owing to the fact that Porsche had moved its focus to the production of 356 sports cars.

Ferry Porsche, Louise Piëch and Karl Rabe were able to offer employment to the community in very troubled times. In fact, in 1946 the company employed no fewer than 222 people, which was a significant 64 more employees more than it had a year earlier! It was also during this year that Porsche designed a four-wheel drive tractor – as with other concepts, it was ahead of its time, but wasn't put into production.

Even though tractors are produced for agricultural use exclusively, the Porsche team was able to design the humble machines in a stylish, attractive way. This can best be seen

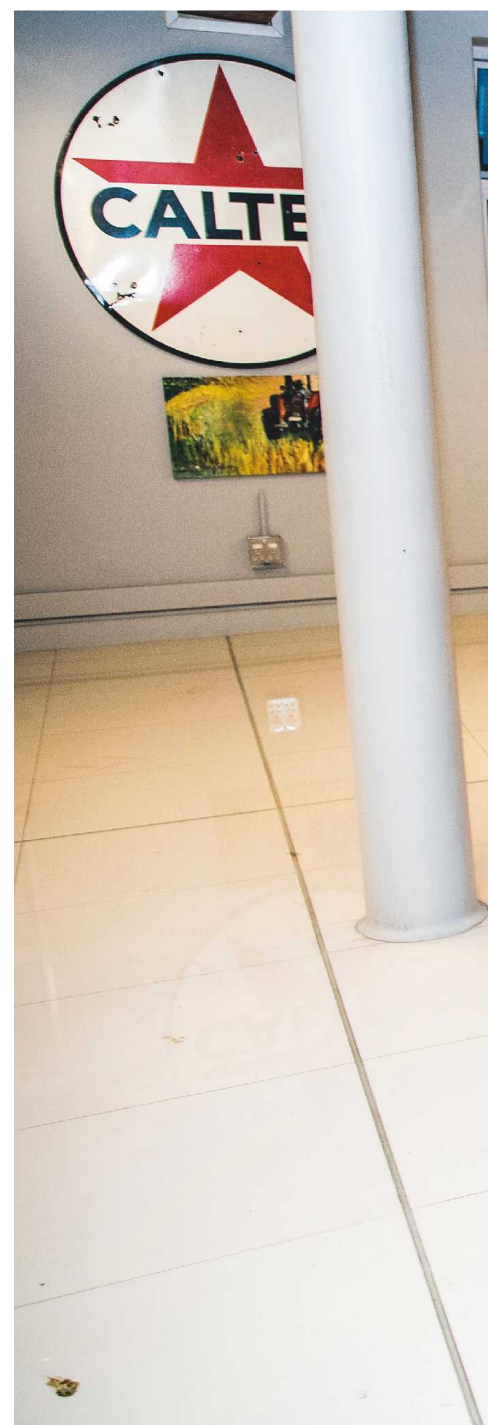
on the main engine cover (which can be tilted forward) which was rounded in design. Of course Porsche is not unique in its efforts to produce tractors. Lamborghini is another established manufacturer, while other car companies, such as Ford, Mitsubishi and Fiat have been – or are still are to this day – involved in the industry.

In 1954, the Allgaier Porsche range consisted of 1-cylinder (12hp), 2-cylinder (22hp), 3-cylinder (33hp) and 4-cylinder (44hp) engines. The range was subsequently expanded with the 1-cylinder A-111, 3-cylinder A-133 and then 4-cylinder A-144 units and, by 1956, power figures increased to 14, 25, 38 and 50hp respectively.

The tractors were also offered with a differential lock, which is useful in slippery conditions when one of the driven wheels starts to spin, as well as a choice of implement drives, such as the rear PTO shaft from the Junior, which could run at 540rpm; the Standard had two PTO shafts while the hydraulic lift capacity of the Super 318 was 6 000 foot/pounds. Some tractors also offered front PTO shafts.

Owing to the modular design of the engine, this four tractor line-up comprised only about 4,500 parts – which was quite an achievement if you consider that competitor products totalled at least 35,000 parts. As with Porsche's subsequent road cars, air-cooled engines meant there were no fan belts, radiators, hoses or water pumps that needed maintenance or replacement. The engine was also entirely gear-driven, so there were no belts or chains that could break. Furthermore, there were no head gaskets in the motors, which were fitted with four filters (three for oil and one for fuel). As a result, the tractors' repair times and costs were kept as low as possible.

Usually the model numbers denoted the amount of horsepower the tractor offered. For example, the Allgaier System Porsche AP-17





*The property extended 741 acres up a hillside –
the perfect environment to test tractors...*





*Current or prospective
owners would benefit from joining
the Porsche Tractor Register*





MARKETPLACE

The owner of this red 1958 Porsche-Diesel Junior (above left) bought it two years ago from the UK, before she imported it to South Africa.

She explains: "I decided it has to be the basis of my collection because Porsche, like many other manufacturers, started by building agricultural equipment after the war.

"My plan is to get it roadworthy and licensed so that I can drive the Junior and exhibit it at tractor shows. I've also become a member of the South African Federation of Vintage Tractors and Engine Clubs."

She purchased her tractor from Gmund Cars (www.gmundcars.com) before the company shipped it to Cape Town. Early in 2018, Gmund Cars had no fewer than three tractors for sale. These were an early 1956 Standard AP16 for £24,995, a 1961 Super 329 Export at £34,995, and a 1961 Standard 238 at £14,995. Paragon Porsche (paragonpb.com) also had a fully restored 1961 108 Junior for sale at £19,995.

Current or prospective owners would benefit from joining the Porsche Tractor Register, which forms part of the Porsche Club GB.



offered 17hp; the model later became the A-22 (and A-122), which produced 22hp.

By 1955, Allgaier produced between 14,000 and 15,000 tractors and won first, second, third, fifth and seventh prize in the German Plowing Competition. However, Porsche wanted to maximise the potential sales success of its tractors and approached the German industrial firm, Mannesman, to take over the licence to produce their tractors. This new venture, which commenced on 1 January 1956, was called Porsche-Diesel Motorenbau GmbH. In 1958, Porsche-Diesel achieved its highest market share of 12 percent, the second largest in the market at that stage.

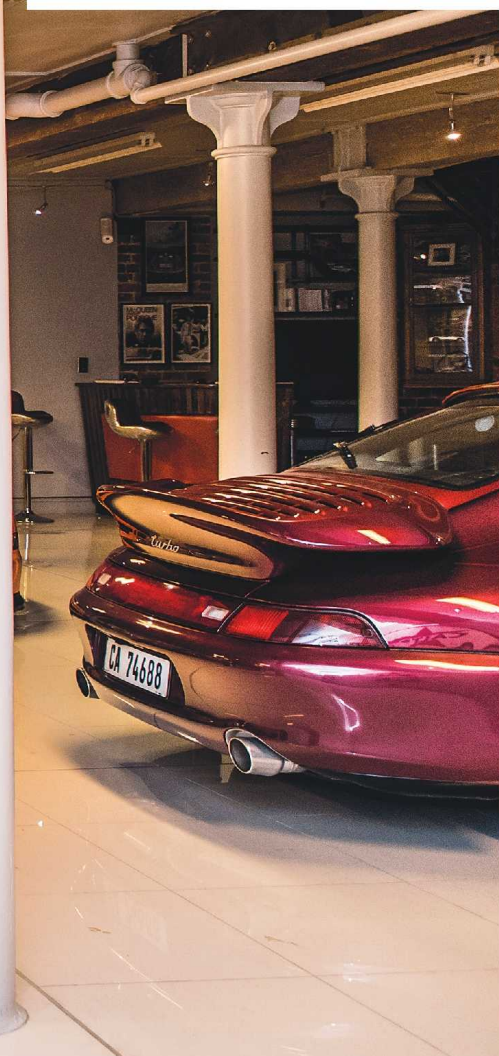
Although the Porsche-Diesel tractors were expensive considering their power deficits to competitor products, they were renowned for their reliability and solid design, combined with a minimum of serviceable parts.

In 1959 production hit the 85,000-unit mark, of which 40 percent were exported to no fewer than 38 countries. That year also marked the arrival of the first Master, a large four-cylinder tractor. Again, it was too expensive for the power it offered.

In 1960, an updated Super 318 arrived, but Porsche-Diesel was past its peak and by 1962, market share was down to eight percent. With no clear plans to revitalise the business, Mannesmann closed all Porsche-Diesel operations in February 1964.

Even though more than 125,000 Porsche tractors were produced between 1956 and 1963, they are now quite collectable. There is a variety of clubs and events in several countries that cater for these vehicles.

Interestingly, writer Prescott Kelly, who wrote a series of articles on Porsche's tractors for Panorama magazine (the Porsche Club of



America's publication) ended his last article of the series in 1982 by asking: "Why is there an interest in Porsche-Diesel tractors? Why are otherwise perfectly normal car nuts feigning insanity by buying and restoring farmers' old cast-offs?"

Nearly four decades later, his answer is still applicable: "Well, Porsche-Diesel tractors are interesting pieces of equipment. They have a simple design which is fairly easy to understand and admire. For some of us they are wonderful conversation pieces. But, most importantly of all, the tractors embody many ideas of one of the world's very greatest automotive designers, a man whose life and work we all admire. Tractors were a life-long and important interest for Professor Porsche and that fact alone makes them collectible for many of us." ○



VALUES, PARTS AND MAINTENANCE:

We talked to John Hearn from the Porsche Tractor Registry (which he founded in 1987) to discuss current market conditions.

"The prices have steeply risen in the last five years. Tractors from a farm or in need of restoration sold for £500 (1), £1000 (2) and £1500 (3). These being (1) running but missing parts, (2) complete and running well to (3) restored or a good original survivor. The starting price is now £3000 for any condition tractor or up to \$77000, which was achieved for a restored Junior in the USA in August last year.

"There are some tractors to be found in Germany at very low prices, but then you have to add £1,000 to £1,500 to import the tractor.

"Fortunately, most owners intend to keep and enjoy their tractors. The single-cylinder tractors (A111 to Junior) have a certain appeal as they are compact in size. If you have a small paddock then the two-cylinder tractors are a good starting point because you can use the extra power to drive a grass cutter. The vineyard tractors are particularly sought-after because of their "cute" size. In all, there are 58 variations of Porsche designed tractors, but the hard part is to find one for sale!

"As with a car, the condition of the bodywork, particularly the bonnet, is important. Rear wings and repair pieces are available. Mechanical parts are readily available (but at a cost – prices of Porsche-Diesel parts are considerably higher than say those of a Massey Fergusson tractor). Having been extremely well designed and built, they are usually in good mechanical condition if well-maintained by a farmer.

"Any competent home mechanic can cope with most of the usual problems. Knowledge of diesel engines can be advantageous. If you've worked on a 356, 914 or any pre-1989 911, you will find a tractor relatively simple. If the injection pump or injectors need attention, then a specialist diesel repair shop is the answer.

"There are a couple of parts suppliers in Germany: Granit and Senger. Senger is online, but Granit is a trade-only supplier and you'd have to find a local agent for the company. I am able to supply parts from Granit as they bought the firm Bladt, who was the world's largest seller of Porsche tractors."

*Any competent home mechanic
can cope with most of the usual problems*

THANKS:

Special thanks to the Porsche Club of America's *Panorama* magazine for its assistance with this feature.





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986 Boxster -Track Prep

The 986 Boxster is not only affordable, it is well supported by the aftermarket and therefore makes a fantastic Porsche track day tool...

A quick glance over the classifieds will show you that cheap first-generation Boxsters are everywhere. There was a time when buying a cut-price Porsche meant the frightening likelihood of massive repair bills, and the unpleasant reality of driving everywhere on tippy-toes lest the thing unexpectedly explode. And while we'd always advise exercising caution, you needn't necessarily be afraid of spending around £4-5k on an early Boxster. Buy with your

head, thoroughly interrogate the history and the paperwork, and get it properly inspected, and you'll be on a one-way street to drop-top flat-six thrills.

It's a heck of a car, it really is. The flat, mid-engined layout gives it a very low centre of gravity and near-perfect weight distribution, the entire thing pivots around that peach of a motor, the steering is superbly precise, and the ride's surprisingly compliant. It's a compelling package for such a small outlay, isn't it?

And if you really want to exploit all of that poise and tactility, you'll be pleased to note that the Boxster truly comes alive on track, where you're not having to keep one eye on the speedo and another out for yellow cameras... with the correct prep, and perhaps a few choice upgrades, you can have a thoroughly enjoyable road-legal track toy for a lot less cash than you might think.

Let's address the general things you'd need to consider when taking a 986 Boxster to the track...





INSURANCE

Are you covered if you slide off the track and clout a barrier, or bump into somebody else? Almost certainly not on your standard road-use policy. Call your insurer and ask whether they can offer cover for non-competitive track use – if they do, there'll be an additional premium to pay.

There are also a lot of companies offering standalone track cover (Adrian Flux is perhaps the best option here), which might not be as expensive as you think.

TYRES

It's easy to get carried away when it comes to trackday tyres. Sure, you'll get a lot of grip from a quality semi-slick like a Toyo R888R or a Nankang NS-2R, but it's worth having a go on your standard road tyres first – you'll get a better feel for your chassis balance and hey, you're not Mark Webber (well, not yet, anyway). Ultra-grippy tyres obviously have their merits on track, but they needn't be the first thing on your list. Just make sure your own tyres are running the correct pressures, have even tread wear, and having your tracking set up correctly will naturally optimise their effectiveness. Oh, and if you're driving home afterwards, make sure you leave yourself with a legal amount of tread!



BRAKES

Much like with tyres, there are myriad options to upgrade here, but as a starting point it's a good idea to get a feel for how your own setup feeds back – stock Boxster brakes are pretty strong. Make sure your discs and pads have a decent amount of life left in them and that the fluids are at the correct level. Fresh brake fluid is preferable, as if it hasn't been changed in a while it will have absorbed some moisture and will have a lower boiling point. Remember to do a cool-down lap before heading to the pits.

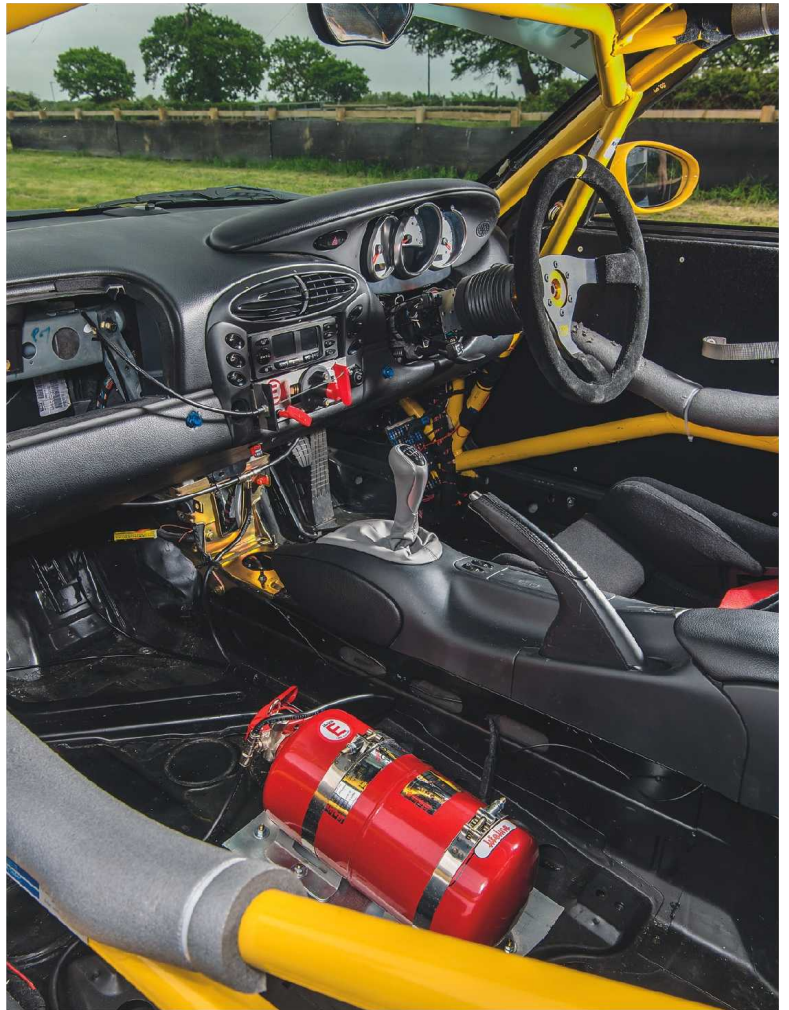


OIL

Keep an eye on your oil level as consumption may be higher under the stresses of track use. Top it up to the right level at the start (being careful not to overfill, as you don't want that piddling out in front of everyone, that's embarrassing as well as potentially hazardous), and check the dipstick throughout the day and before you drive home.

FUEL

Something that surprises a lot of people – not all circuits have a petrol station on site! So make sure you've got enough fuel for your track hijinks and the subsequent trip to the pumps. Your consumption will be far higher on track than on the road, so don't get caught out!



MODIFYING

So, how can the 986 Boxster be made even more fun for track use? It's a sublime setup from the factory, but the oldest examples will be twenty-two years old now (and even the youngest are fourteen), so it makes sense to refresh any bushes that are looking worn, ensure your clutch is in good health, and of course give the engine a thorough service. And with a few trackdays under your belt, you can start thinking about performance upgrades... brakes and suspension are often the first port of call, and there are a number of other things to consider. We spoke to Craig Humphrey at RPM Technik to get some expert advice on the best way to prep the 986 Boxster for track use:

"We'd suggest a thorough overhaul of the suspension setup," he says.

KW Variant 3 3-way adjustable coilovers (£1,996), or a Bilstein B16 kit (£1,899) are our recommendations here. In addition Eibach adjustable 'coffin' track control arms (£625), uprated bushes front and rear link arm bushes (£51 each) and coffin bushes (£121 each).

Craig continues: "As for the brakes, based on a 3.2 S, we'd recommend Performance Friction pads (£266.63 front, £227.39 rear) and fluid (£45/litre) along with braided lines (£82.35)."

Moving to the engine, Craig highlights the benefit of a switch to Evans Waterless Coolant, which makes the likelihood of overheating near-impossible and will cost £335; also recommended are a low-temp thermostat at £59.99 and a deep engine sump for £478.80. Finally, something that'll make a huge difference to your track experience – a seat that properly holds you in place; the Recaro Pole Position is an excellent choice, costing £1,020 for the seat along with runners and the side-mounts.

The fun part with a project like this is that it can be carried out in an modular, evolutionary, manner. If we're assuming a purchase price of around £5k for your base Boxster, then the above improvements will see you spending as much again to get it to an optimal spec – but, assuming the car's match-fit to begin with, it's not money you'll have to front all in one go. The more trackdays you do, the feel you'll have for what you want to upgrade next; more bite from the brakes, extra rigidity from the ARBs, you can piece it together like a jigsaw. And when the RS next to you in the pits fires up, you needn't be jealous, you'll be having just as much fun in a car that cost far less o



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Air Head

We look at the best convertible Porsches currently available for around £10,000; the 944, 968, 986, 987 and 996 – quite the line-up...

Story: Simon Jackson Photography: Various

Think of the '£10,000 convertible Porsche' and you're likely to conjure an image of a Boxster and that alone. However the options do not begin and end there. While a 986 or 987 Boxster represents a very tidy option for anyone in this price range who is in the market for a Porsche with the ability to send the wind through their hair, there are other options, even a 911, on the table for the money. It transpires that buying a rag top Porsche this summer is not the stuff of dreams, and that there are more choices than you might first think. We investigate a selection of options...

944 S2 CABRIOLET

Though Porsche considered creating a 924 convertible the idea was ultimately dropped at the start of the 1980s. However, the sales success of the roofless 911 more than reignited interest in the building of a front-engined convertible. And so it was that a soft-top

version of the 944 was commissioned just 18 months into the coupé model's life cycle. In 1985 Porsche revealed the 944 cabriolet as a concept car, the 'Cabrio Studie', but it was four long years until the model was available to buy – just in time for the S2 version of the 944 to emerge for the 1990 model year.

The 944 Cabrio shared much with its S2 coupé equivalent. It adopted the muscular lines of the 944 Turbo shell, and importantly, gained only 50kgs in weight over its hardtop relation. The two variants shared the 2,990cc 16v four-cylinder water-cooled engine developing 211hp and 207lb ft torque – that translated to a 0-62mph time of 7.1 seconds and a 149mph top speed.

Things got better still towards the end of the 944's production cycle in 1991 when a Turbo version of the sun seeking Porsche was offered. For the purposes of this feature, though, we'll be ignoring that for our proposed budget of £10k won't stretch to one of those... What we

know can be secured for that figure though is one of the aforementioned 3.0-litre Cabriolets, and that's no second-rate prize.

The design of the 944 Cabriolet with its flush-fitting roof makes it, for many, one of the most aesthetically pleasing drop-top Porsches of all time for it looks good with its roof up or stowed – its driving experience helps facilitate that social standing.

There are not a heap of particularly unusual things to look for when purchasing one, other than the usual 944 hot spots. Examine the service history for regular oil changes, the 944's engine is all-aluminium with coated bores so it should enjoy annual oil changes. The roof itself is a common sense element to inspect carefully, replacements typically cost upwards of £400, in addition the rear windows can turn opaque with age reducing visibility. On the note of rear visibility some drivers struggle with rear quarter visibility with the roof up. Leaking power steering pumps





and pipes are common issues, these aren't cheap to replace.

Otherwise the common issue is rust. These cars are now more than 25-years old so check the usual places – sills and rear suspension mounting points. Cars that have been driven with regular maintenance are likely to be a better bet than those left standing for long periods. Having said that it's highly unlikely that you'd be purchasing one of these cars to use everyday, so with that in mind there's a balance to be achieved here of regular use without under or over doing things.

968 CABRIOLET

Though the 944 it replaced is undoubtedly a classic Porsche these days, the 968 Cabriolet has also very much achieved classic status too. Plus the 968 arguably has greater appeal on account of its rarity and revised styling cues. The pinnacle of transaxle development, the 968 Coupé and Cabriolet were launched in tandem in 1992. Harm Lagaay was charged with the styling transition between 944 and 968, his first task upon his return from BMW. Ultimately his changes were subtle largely on account of Porsche finances at the time, however the model was certainly a step-up on the 944 before it in every area.

Power was a decent 240hp from the brand new all-aluminium four-cylinder engine, and I say 'decent' because that's the same output as a 2.7-litre 987 Boxster which is very much the 968's junior by a good number of years. Torque was 225lb ft, 0-62mph was chalked-up in just 5.9 seconds and the car boasted a top speed of 159mph. Yet above and beyond the numbers here Porsche's introduction of VarioCam technology ensured the driving experience was brisk and lively, gearboxes were either a six-speed manual or the Tiptronic pinched from the 964 production line. The handling of the 968 is still regarded as the best of all transaxle models, its front engined rear-drive layout affording a predictable nature and great balance.

Something like 4,500 Cabriolet 968s were built in total with 50 percent being US bound, of the remaining European cars just over 200 made it to UK shores (during 1994 and 1995 only 71 Cabriolets were sold!), which supports



the notion that these are pretty rare indeed.

Maintaining one of these cars is not dissimilar to running a 944, however its relative rarity is a factor to keep in mind with regards to certain model specific parts. The body was fully galvanised but nothing is foolproof when it comes to cars, is it? As such the bottom of the front wings should be double checked for corrosion, the pop-up headlights can also be troublesome so ensure they work correctly.

Engines require regular servicing, a top end rebuild is typically required from 120k miles with a full rebuild from 150k miles. The camshafts are likely to need replacing at 100k miles, the car's belts should be changed every 48,000 miles, check the water pump for any staining – a signifier that it may be on its way out. All 968s came with stainless steel exhausts but that doesn't mean they aren't prone to failures – a new one is likely to set you back around £1,000. Despite the fact that the 968 is a newer model than the 944, it's still unlikely that you'd purchase a car like this to use on a daily basis. The same is likely for the owner before you, so check for perishable items like lines and any rubber bushes, replacing these isn't especially costly but the labour can be so listen for clunking sounds

The hood is electrically operated and as common sense would suggest, check it works properly. There is a trade-off with the convertible 968 in that you lose rear storage capacity, in addition the 'plus two' rear seats are pretty cramped. However, the 968 is ultimately a great all-round classic Porsche convertible – one that is sure to be a worthy high day and holiday sports car for any enthusiast in search of sunshine.

986 / 987 BOXSTER

We've lumped these two together despite the fact that one model is a chunk more expensive than the other. For our £10k budget a very (dare we say immaculate) 968 can be had – even an S, whereas the 987 available for this money is likely to be a slight compromise either in terms of engine size (a 2.7-litre 987 Boxster is within budget, a decent 3.4-litre S less so), mileage or condition. Regardless of which way you might be inclined to lean though in the 986 or 987 Boxster you'd be at the wheel of a brilliant two-seater Porsche, one equal to the mighty 911 in many regards, better in others. These are drop-top Porsches you could happily use everyday with realistic running costs, costs not a million miles away from any relatively modern hatchback you might care to mention.

The 986's arrival at Porsche is well documented, it is a car which effectively saved the company from financial ruin, sharing parts from the A-pillars forward (and more) with the 996. But moreover it also showed that Porsche could offer more than one very good sports car in its range at any one time, without compromising one or the other. The Boxster was a success from the word go, so much so



The open-top 968 makes for a fantastic classic prospect



that even Porsche struggled to keep up with demand, it has proved to be one of, if not 'the' best open top sports cars the firm has ever offered and that means examples are readily available today.

Of the 986 models, our £10k budget buys us pretty much whichever variant we might please, but aside from which engine and trim level you might be considering you can be safe in the knowledge that underneath sits a sports car with legendary handling characteristics. Near perfect 50/50 weight distribution (47% front, 53% rear) from its mid-engined rear-drive layout means that whatever power is at your command the fun is being able to carry your speed through corners using its agile and lively chassis. It's likely that if you're considering spending in the region of £10,000 on a 986 Boxster that it's the 3.2-litre S model that is top of your list. With 252hp accessed via a six-speed manual gearbox (Tiptronic automatic was also an option) the

S is where, for many, the 986 Boxster came to life. However do not ignore the 2.7-litre cars, arguable a better prospect for daily driving, these remain powerful enough to excite. However also keep in mind that you're likely to inherit fewer 'toys' on 2.5- and 2.7-litre cars for these were the entry-level prospects which tended to be ordered from new by those on a tight budget, translating to fewer options being specced. Also bear in mind that post-2003 986s boast both a minor face-lift and power upgrades.

Those same rules of thumb apply to the 987, which was available from 2005. As the 986 shared much with the 911 of its era – the 996 – the 987 borrows from its stablemate of the period, the 997. Both 2.7- and 3.2-litre cars were available from new, albeit more powerful than their predecessors in the 986 at 240hp and 280hp respectively. The 2.7-litre 987 Boxster had a five-speed gearbox with a six-speed as an option – six-speeds

are preferable on the 987 during motorway driving. By 2007 the 3.2- was replaced with a 3.4-litre motor in the S, gaining VarioCam Plus and boasting a power output of 295hp. The 2.7-litre also received the technology and a power hike to 245hp. It would largely be these first generation 987s within budget here, and quite the cars they are.

Restyled by Grant Larson, the man responsible for the original Boxster, the 987 has a far more modern look, gone are the controversial 'fried egg' headlamps borrowed from the 997, in came tauter more muscular body lines and a heavily reworked interior which is more than just a step up by comparison to the 986 before it. The same handling balance from the 986 was present in the 987, further finessed by Porsche, and with various parts pinched from the 997 (even the seats and floor mats are the same), this generally felt like a more upmarket Boxster prospect. Servicing a Boxster should not





cost more than a typical modern hatchback, however certain items are dearer than to that which you may be accustomed – this is a Porsche after all. Clutches cost between £750-£1,000 to replace, air-conditioning condensers (located on the left and right of the front bumper) last up to eight years and can set you back more than £1,000 to replace. Intermediate Shaft (IMS) bearings are a known yet rare failure on these cars, owners tend to fit stronger bearings – on a 986 it's most likely that this would have been addressed by now but do your homework thoroughly if you're in the market for a 987. The other issue you will read about is RMS (rear main oil seal) failures. These do not cause engine failures but might see drops of oil appearing under your car, it is entirely possible to live with a leaky RMS so wait until the clutch is changed to fit a new one. All the same this could be a good bartering point. On 987s bore scoring is a hot issue, there are conflicting reports on this but some say as few as five percent of cars are affected by the issue. A boreoscope inspection is advisable and the best way to put your mind at rest. Keep in mind that many experts say the 2.7-litre cars are less prone to the issue, and that post 2007 cars are supposedly immune to the problem. These issues aside there are few more affordable Porsche options around which offer such a compelling and usable package as the 986 or 987 Boxster...

996 CARRERA CABRIOLET

And so we come to the option that many will covert most of this £10k collection – a 911 convertible. It goes without saying that the 996 is the most affordable 911 around, and so it transpires that the 996 convertible is also the best option for those seeking a 911 rag top on a realistic budget. However, there is a caveat here; at this price point you would be investing in a bargain basement 996, one that might well have some issues and this should be taken into account way before you start getting excited about 911 ownership. The better 996s are to be found in a bracket closer to £20,000 and upwards, however it is still possible to find a convertible 996 Carrera for our £10k budget – we've seen them!

The 996 Cabriolet was introduced in July

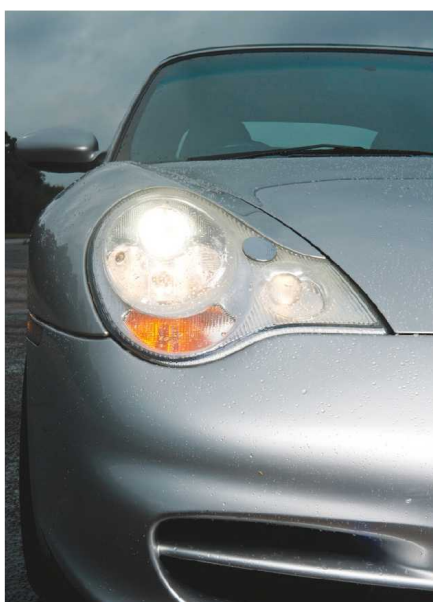
1998 and interestingly came with a hardtop as standard though purchasers could 'delete' the option to save money off the cost of the car. For our budget we're looking only at Carreras here, Cabriolet 3.4- and 3.6-litre versions were available in either Carrera '2' (only the 964 was actually badged as a Carrera 2'), Carrera 4, or 4S guises throughout the 996's lifetime. The early cars, and it's likely that's what you'd be looking at in this price point, featured a new 3.4-litre flat-six engine with four valves per cylinder developing 300hp which came with either a six-speed manual or Tiptronic gearbox with the fingertip controls.

The Cabriolet version of the car was available from launch, its canopy boasting the ability to be lowered in 20 seconds (some eight seconds slower than a 987 Boxster which can do it in 12 incidentally!) – revealing an appealing shape either with the roof up for stowed. In fact this version of the 911 was arguably the most successful at pulling off the transition from coupé to convertible - the first in a long line of 911 convertibles to actually look good with the roof down. It is however worth noting that the Cabriolet is really only capable of accommodating young children for its rear seats are rather cramped, also post 2002 cars have a heated glass rear screen in

place of the early plastic rear window which looks less appealing and can suffer from age, ending up with a milky appearance.

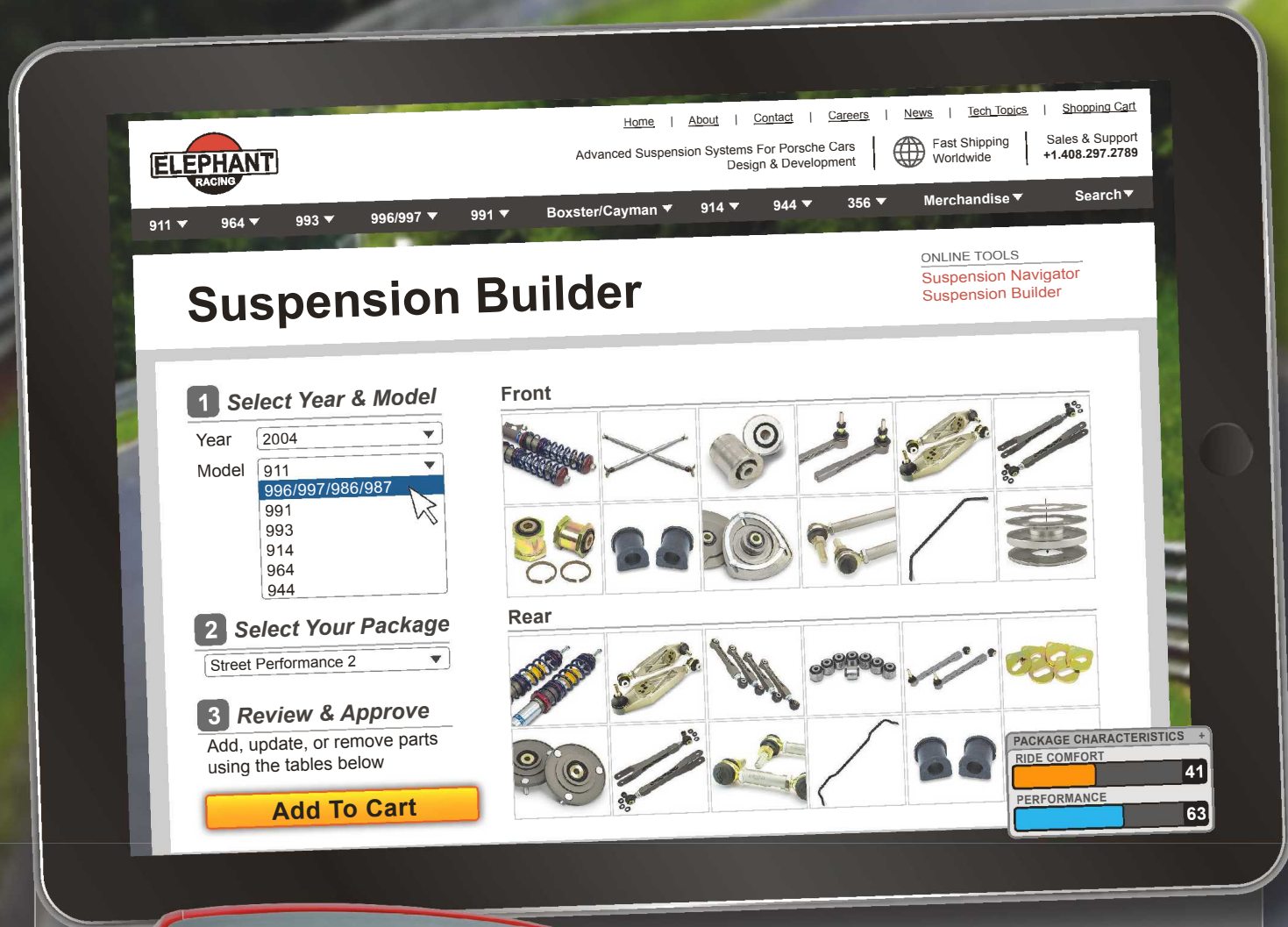
The driving experience of the 996 Cabriolet is arguably the best of the options here offering everything the coupé version has become respected for – the first of the water-cooled 911s is a winner. Though interiors are starting to look dated now on the outside these cars are ageing well – they have become sought after in recent years hiking prices.

When purchasing the issues to be aware of are similar to those covered earlier for the 986 and 987 Boxsters, you do want a car with a comprehensive service record though. Don't forget that these cars spent a number of years in the veritable Porsche wilderness and of all models the cabriolet was arguably the least desirable – this may have led to some owners not looking after them properly. RMS issues affect 996s, so too IMS bearings problems which affect some post-2001 model year cars, there are aftermarket fixes available though and many owners will have already addressed this. All told the 996 Cabriolet is a pretty smart option within this budget, though don't expect to have a plethora of cars available to choose from for most are offered for sale a greater price for good reason ☺



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The 919 Hybrid Evo has set the fastest lap around the Nürburgring-Nordschleife – obliterating Porsche's own 35-year old record. Andrew Frankel witnessed a historic moment...

Story: Andrew Frankel Photography: Porsche

It has stood these last 35 years, an éminence grise among all those interested in how fast a car can lap a circuit. Six minutes and eleven seconds: for three and a half decades it has been the measure, an expression not only of the concept of speed, but skill, technology and courage, distilled down into a concentrate and expressed in number form. It is, of course,

the lap record set by Stefan Bellof at the Nürburgring in the 1983 1000km race, the last time top level sports car racing visited the world's most revered and feared track.

Except it's not the lap record. And not just because of the extraordinary goings on I was privileged to witness on June 29th 2018, but because it never was. Bellof did lap the track

in 6min 11.1sec but only in qualifying. In the race without qualifying boost and tyres the most he could manage was 6min 25.9sec and as lap records are always taken from races, that is where the real mark has always lain.

And to some there it remains to this day: for whatever double Le Mans and five time Nürburgring 24-hour winner Timo Bernhard



and Porsche achieved with their 919 Evo that day in June, it represents the fastest ever lap of the Nürburgring's 'Nordschleife' 20.8km northern loop, not the lap record. Indeed Tiff Needell, who was racing in Group C at the time but did not take part in that race, took to Twitter soon after the new mark had been made to make that very point.

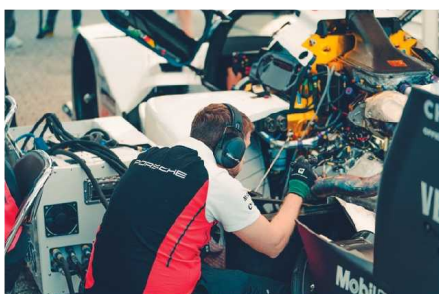
And it's a good one. However fast Timo Bernhard went he 'didn't do it with other cars on the track in the middle of a race. It makes what Bellof achieved all those years ago seem even more impressive.' But here's the thing: the person that quote belongs too is not Tiff, but Timo, speaking to me within minutes of climbing out of the car. And that was a major

takeaway from that hot morning at the track when Porsche made such history – it didn't diminish the achievement of Bellof all those years ago, it actually augments it.

Of course there have been the naysayers too, those who point out that the 919 Evo may be a racing car but not one that can race, because it has been developed from the 919 Le



Below left: Timo in the pits straight after the final run



Mans car with no regard for any regulations. Its two-litre engine has been uncorked so it can produce 720hp with no restriction to its fuel flow. And if that sounds a lot, remember that F1 engines of over 30 years ago were making 1000hp from 1.5-litres even in race trim. And with an increase in the amount of energy the car can recover, the electrical output of the car was raised by 40hp to 440hp. Most significantly however it can not only run any wing pack it likes, but also incorporate full active aerodynamics so straight line drag can be decimated too. This is how the Evo gets to deploy half as much downforce again as that boasted by the 919 Hybrid of old, yet still it goes quicker down the Nürburgring's main straight than its sister ever went at Le Mans.

Ok, so the car is not eligible for anything. Someone still has to be get in it and drive it around one of the world's most dangerous sporting facilities at an average speed most people will not even have driven at, even briefly, just in a straight line.

But perhaps most impressive is the way Porsche chose to go about this challenge. Usually when a car manufacturer wishes to set a Nürburgring time, it is done in complete secrecy so that if anything goes wrong or the car is just not quick enough, no-one need ever know of the failure. But for its attempt to break the 'Ring lap record Porsche invited a handful of journalists from around the world to witness the attempt first hand. Win or lose, stand or fall, there would be no hiding from it.

The night before we gather to have dinner with the team. Timo is not only here, he's happy to chat. I take 15 minutes of his evening during which I ask him how big an achievement breaking the record would be compared to winning Le Mans. Annoyingly he's so modest and clearly in awe of what Bellof did he's keen only to point out that what he is about to do is far easier than what his late countryman did all those years ago.

So I ask him how hard he is going to push. A few weeks earlier team mate Neel Jani had done a lap of Spa 0.8sec quicker than Lewis Hamilton's pole time from last year's Belgian Grand Prix which was fairly astonishing but... 'at Spa we knew what the target was and how hard Neel needed to push to break it. It was absolutely on the edge everywhere. Here you cannot drive like that: the kerbs are too high and if you make a mistake, well, in a car as quick as this, you can't really afford to make a mistake...'

And there is some comfort in that: everyone knows that with the firepower at Bernhard's disposal, breaking Bellof's time will be easy. Thereafter the only question is by how much. He can take reasonable precautions and still come away with the job done.

Even so there is still a rather sobering moment later in the evening when we are all asked not to broadcast or publish any information in the event of an incident until its true extent can be reliably ascertained. And we all know what is being alluded to here. Even if

he doesn't go at ten tenths, this is a serious and seriously dangerous undertaking and while no-one discusses it, everyone knows it.

The following morning we assemble at the enigmatically entitled T13 gate, the other side of which is the small link road built to connect the start and end of the Nordschleife when the old Sudschleife was being demolished to make way for the modern Grand Prix track in the early 1980s. It's interesting to note that, so far as I am aware, the Nordschleife in its fabled configuration was in fact used for just one major motor race – that 1000km event in 1983. All other races, including all the F1 races were held on the combined northern and southern loops.

There is no chat now. Bernhard is nowhere to be seen, so I ask team principal Andreas Seidl where he is 'preparing himself' is the gruff reply.

Up close the 919 Evo looks formidable. It's quite small but the aerodynamic modifications and the deletion of its redundant headlights make it look like some sightless creature from a dystopian future. This is actually the chassis that retired from the lead at Le Mans last year, with only four hours of the race left to run.

Soon Bernhard appears from the innards of a truck, racing-snake slim in his 919 Evo overalls. He doesn't wear the haunted look I've

seen on the faces of riders about to tackle the Isle of Man TT course, but his brow and jaw are set. He means business.

The track opens at 8.00am and thereafter every second will count. It's already warm and getting warmer, and Porsche's calculations suggest that by 9.30am the track temperature will shift the Michelin qualifying slicks out of their operating range. Given that Timo must come in after every lap, change tyres and fiddle with the set up, time is very short.

He goes out and does an exploratory run. I watch from the Pflanzgarten where he passes me at ridiculous speeds, but he's not trying at all. The lap is around 6min 40sec, not that much faster than a GT2 RS.

So new slicks go on and he has another go. This time he crosses the line after just 5min 31sec and all our jaws fall to the floor as one. He's not just beaten the record, he's smashed it into a billion pieces. I approach Porsche Racing PR chief Holger Eckhardt to congratulate him, but he says, 'no, no. He's still warming up.'

The next run is no warm up. Timo is weaving furiously even in pit lane as he drives the wrong way around the circuit for a kilometre, just so he can get a good run up. He flashes past, disappears off in the Eifel mountains and silences descends.



We are asked not to broadcast any information in the event of an incident





*The place erupts.
There is laughter
and there are tears*

Seidl stands nervously by the timing screen. This project has been his baby ever since Porsche quit endurance racing at the end of last year, and whatever else the 919 Evo does, he knows what we know: this is the big one.

Timo returns carrying barely believable speed into the last turn and blasts across the line. He's done a 5min 24sec lap and at last the tension dissipates. It turns out the target was to take a full minute off Bellof's race record lap. Bernhard climbs out of the car; the job is done.

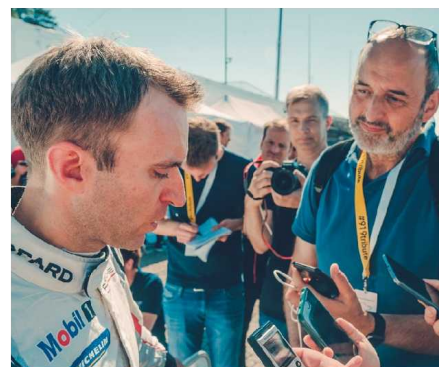
Or maybe not. A few minutes later he's back, tyres are coming out of their blankets and he's being strapped back into the Porsche's interior. For all his intentions to not push too hard, the racer's instinct has prevailed. He's going to put it all on the line. Within a minute he is gone once again.

The wait is agonising, but soon we can hear the ugly blare of the 919's motor as the car hurtles down the straight. Almost immediately he's with us, slithering across the kerbs and over the line to record a lap of 5min 19.546sec. The place erupts. There is laughter and there are tears. More than anything there is relief, not just at a mission accomplished in which the team did something no-one else had ever come close to achieving before, but more at the knowledge that car and driver were still in one piece.

And then the data gets crunched. The car's average – average – speed over that lap was 145.4mph. It turned into the crest at Schwedenkreuz at precisely 200mph and blasted down the straight at 229mph. Perhaps most bewildering of all for those who know

their way around this place, Bernhard hit the compression at the bottom of the Foxhole at 204mph and never even thought of lifting.

I'd like to say now that it will take a little time for me to get my head around such numbers so as better to appreciate what Porsche and Bernhard achieved that day. But the truth is I never will. Fact is, the harder I think about it, the more incredible it becomes. Had I not been there myself I might even have struggled to believe it. But I was, and the memory will be with me for the rest of my days ○



Here: Bernhard celebrates with the Porsche team. Above: Our man Andrew with Timo

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914

Suspension

The mid-engined 914 is already a great handling Porsche, but with some suspension upgrades, you can make it even better...



KONI

Koni Sport Adjustable Front Shock

A favourite among racers, Koni shocks are often offered as an official manufacturer performance upgrade. Externally adjustable by the F1-inspired turn of a knob, Koni Sport front shocks give a firm, but controlled ride with flatter cornering ability, and can be finely tuned to suit your preference for a sportier 914 drive. The patented high-performance FSD (Frequency Selective Damping) shocks also have a two-year warranty, and are especially designed for cars fitted with lowering springs which are shorter than the original springs. As with all shock absorbers, it's recommended to replace in pairs rather than singularly.

Fits: 914 1970 to 1976, 914/6 1970 to 1972

Approx Price: £157.26



BILSTEIN

Bilstein B6 / Heavy Duty Rear Shock

An original equipment supplier to Porsche, Bilsteins have played a part in countless race victories for our favourite Stuttgart marque. These high quality shock absorbers improve the 914's handling and stability and are uprated by 25 to 30 percent over a standard part, but keep the ride comfortable. Ideal for the road, they instantaneously self-adjust to changes in road surface, and as the B6 works with standard height suspension, it offers a stiffer ride without the negatives of a ground-hugging ride height. The performance of the Bilsteins doesn't suffer with age either, they will last the lifetime of the car.

Fits: 914 1970 to 1976, 914/6 1970 to 1972

Approx Price: £126.16





HYPERCOIL

Hypercoil Springs and Elephant Racing Coilover Kit

Hypercoil's range of Porsche 914 springs offered through Elephant Racing come in a range of rates. There are also front and rear helper springs, which prevent the main spring coming off its perch at full suspension droop. A divider ensures both the main and helper springs remain properly seated. A cost-effective full coilover kit is also available from Elephant Racing which retains existing cars' non-threaded Bilstein or Boge struts, and makes them part of the coilover set-up. However, Von Shocks are also offered as an upgrade option.

Fits: 914 1970 to 1976, 914/6 1970 to 1972

Approx Price: \$1127.00 (lowering spring) – \$1,370.00 (coilover kit)

POWERFLEX

Powerflex Polyurethane Suspension Bushes

The suspension tuning specialist Powerflex offers upgraded pairs of front and rear stabiliser bar bushes made from polyurethane to give better road holding, more responsive steering, as well as improved and constant steering geometry. They will also last longer than your 914's original rubber suspension bushes, as well as increasing the life of both the car's tyres and suspension components, too. Available in a range of sizes, they are also backed by a handy lifetime warranty.

Fits: 914 1970-1976

Approx Price: £28.90



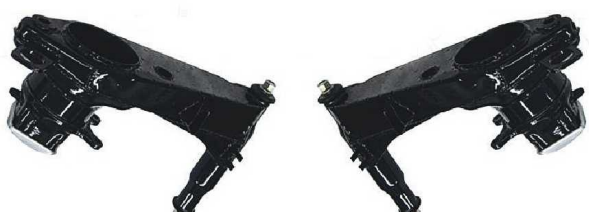
PATRICK MOTORSPORTS

Patrick Motorsports Upgraded Trailing Arms

For something a little more substantial, US 914 tuner Patrick Motorsports in Arizona provides an upgraded trailing arm set, with welded box reinforcements and D-loops to eliminate flex and twist, complete with high performance Delrin bushings. Featuring polished pivot bearing shafts and CAD-plated bearing housing retainer plates, the reconditioned trailing arms arrive clean and with a black powder-coated finish. The price includes a Core Exchange charge on return of the car's original parts.

Fits: 914 1970-1976, 914/6 1970-1972

Approx Price: \$880.00



RENNLINE

Rennline Two-Point Strut Tower Brace

An easy and extremely cost-effective way to improve a car's handling is with the addition of a strut brace. Rennline's strut brace bridges both shock absorber towers, and is said to eliminate virtually all camber change under hard cornering. Fully-adjustable to allow for a desired amount of pre-stress, the Rennline two-point brace is made from lightweight aircraft-grade aluminium with stainless steel mounting brackets. Bolting in and out within minutes and with no need for drilling, it's engineered to withstand the rigours of daily use and is available in a choice of black or silver finishes.

Fits: 914 1970-1976, 914/6 1970-1972

Approx Price: \$180.00



TARETT ENGINEERING

Tarett Engineering RSR Replica Anti-Roll Bar Kit

If you're going for an all-out replica 914/6 GT racer look, the Tarett Engineering RSR replica anti-roll bar (sway bar in the US) kit is said to offer the perfect combination of a vintage RSR design, with the latest proven technology of its standard 911 anti-roll bars. Designed to fit onto lightweight hollow 22mm anti-roll bars, the RSR arms exercise additional adjustability over the original design. The front drop links have larger and more robust Teflon-lined rod ends, while all the aluminium parts are made from 6061-T6 aluminum, and are anodised grey for resistance to corrosion and a period-perfect appearance.

Fits: 914 1970-1976, 914/6 1970-1972

Approx Price: \$675.00



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www.autoatlanta.com
www.carid.com
www.dcperformance.co.uk
www.design911.co.uk
www.elephantracing.com
www.patrickmotorsports.com
www.pelicanparts.com
www.pmbperformance.com



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911SC / 944 / 924 / 930 £50.00 EACH
CAYENNE £69.00 EACH

BRAKE PADS

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CARRERA 997 £80.00 SET
BOXSTER / CAYMAN £60.00 SET
CAYMAN £60.00 SET
911SC £25.00 SET
CAYENNE £70.00 SET
944 / 924 / 928 £30.00 SET



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Mythbuster: Rear-Wheel Drive Heritage

While a very rich seam of Porsches have been rear-wheel drive machines, it would be wrong to assume that the earliest was too...

After a 55-year history, it's no coincidence that Porsche's classically infamous 911 has sown the association of rear-wheel drive with the Stuttgart company. Just through its longevity and its mechanical make-up, it was going to do nothing but. However, as Porsche celebrates its 70th anniversary in 2018, the story of the very first sports car to bear the Porsche legend has once again been celebrated. The star of that story? The

mid-engined 356 'No 1' Roadster. Yes, the very first Porsche sports car had its engine in the middle.

Registered on 8 June 1948, the very first 356 carried the hopes and dreams of a young Ferry Porsche, and spawned the production car which appeared the same year. The big difference between the two? The more curvaceous workaday 356 had its engine slung out over the rear axle, creating an everlasting Porsche trademark.

However, the now-priceless mid-

engined and tubular-framed open-top with the '356-001' chassis number has inspired an almost countless roll-call of Porsche road and track stars. Its powertrain layout was shared with the 550 Spyder, 718, 904 Carrera GTS, 906, 908, 914, 936, Boxster and Cayman, Carrera GT and 918 Spyder, as well as the legendary 917 and 956/962 racers. It also promoted the lightweight construction and driving dynamics which define the Porsche brand today.



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the market place

Dan Bevis

Dan Bevis takes a unique look at the current Porsche market trends...



*Of the fifteen Porsches on offer,
just three found buyers...*

Portland, Oregon is affectionately known as 'Stumptown', and if you can at least attempt to forgive a near-unforgivable segue, a few attendees of Mecum's Portland auction last month were stumped (yep, we're making this gag, no apologies) as to why all the Porsches didn't sell. Of the fifteen Porsches on offer, just three found buyers. And we're not talking about a bunch of lame ducks here – the cars which failed to sell included three very tidy 930 Turbos, a couple of convertible 968s, a lovely '86 911 Targa... the likelihood, we suspect, is that it was just the wrong crowd. Mecum auctions are where you go to buy Pro-Touring Camaros, restomodded Bel Airs and first-gen Corvettes. Blue-collar muscle at blue-chip prices, none of that foreign 'rubbish', perhaps.

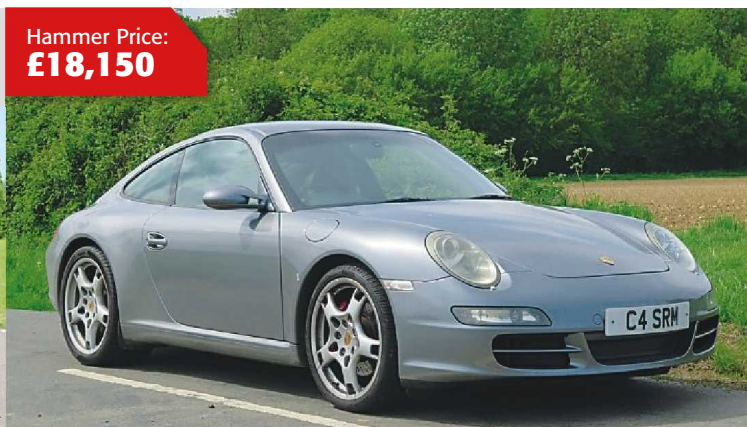
Nevertheless, let's look at the three that did excite the crowd... firstly there was a rather neat 993 convertible, boasting a supercharger conversion on its 3.6-litre motor (which no doubt takes a few people by surprise), Turbo brakes

and a swanky set of HRE wheels – this tickled the room's fancy to the tune of \$63,800. Next up was a 2002 Boxster S, which was a tidy if unremarkable proposition – Guards Red, black interior and, interestingly, the 'sport towing package'. You're right, fitting a towbar to a Boxster would be awkward given where the exhausts are – the answer is to run the towbar mountings through the number plate surround. Although further investigation revealed that this wasn't the case with this Boxster – the catalogue had simply misprinted 'sport touring package'. Heigh-ho. Some \$14,300 bought this tidy little roadster. And we've saved the best till last – or the absolute worst, depending on your perspective. Somebody decided to pay \$5,500 for possibly the weirdest 914 in existence – resplendent in a Premier bodykit, it's designed to look a bit like a baby Testarossa. As long as the onlookers in question had never seen a Testarossa before and had only had one described to them by a half-blind correspondent with an extremely poor memory. Still, it takes all sorts.





Hammer price:
£38,500



Hammer Price:
£18,150

Classic Car Auctions' tagline of 'everyman classics' is an apt and inclusive indicator of the kind of thing their sales offer. If you want to pick up a tidy Merc S500 or a long-wheelbase X308 Daimler for about three grand (or indeed an MG Maestro, or a Mk2 Fiesta XR2) then they're the ones you pay a visit to. And their recent Leamington Spa sale had a variety of keenly-priced Porsches to tantalise the likes of us too. £14,520 sounded like a very reasonable outlay for a 928 S4 auto, with a full history, fresh MoT, and just rough enough around the edges to permit daily use and occasional thrashing rather than mollycoddled pampering. The 993 Carrera S seemed decent value at £38,500 too, given how hysterical the 993 market has been getting recently. This Tiptronic wide-body had a partial history which perhaps helped to keep the price sane, but came from a private collection where it had been

pampered. Plus the 'B17 OFF' plate was pretty unusual...

Regular readers will have spotted our 'quick buying guide' to the 911 SC last month. Well, here's proof that good ones can be found for palatable money - £29,667 bought a crisp '81 SC with a full service history, which had also enjoyed a bare-metal resto, mechanical overhaul and interior refurb.

The 2.7 may not be everyone's ideal choice for the 987 Boxster, but it's hard to argue with a full-history minter at £14,300, and the Guards Red paint, black leather and manual gearbox would certainly help what residuals remain. And finally, we were very taken with the 997 Carrera at £18,150. While it lacks the glitz of the shoutier models, the C2S is arguably the purist's choice (no-frills, but with a 3.8 and PASM), but any 997 Carrera is certainly a heck of a lot of car for this money.



*We were very taken with the 997
Carrera at £18,150...*



Hammer price:
£14,520



Hammer Price:
£14,300



Hammer Price:
£29,667





Hammer price:
\$71,500



Hammer price:
\$22,000



Much like Mecum, Barrett-Jackson is muscle car heaven, although there was quite a lot more interest in Porsches at their Northeast sale in June. \$22,000 didn't sound too unreasonable for the 928 S4, the 5.0-litre version being a two-owner Florida car with just 43,000 miles on the clock. The 1974 911S seemed to escape the frenzy of Barrett-Jackson's hyperactive bidding process too, selling for \$40,150 – not bad considering that it was a one-owner car until 2017, all original, and has always been stored in a heated garage. Hard to imagine a more timewarp-like '74!

The 550 Spyder recreation was a diverting curiosity, built on a repro chassis and sporting an 1,800cc four-pot and four-on-the-floor (and registered as a 2003 Porsche!) – it made \$30,800. The 930 Turbo was equally intriguing, having covered a genuine 66,470 miles before enjoying a full glass-out respray in its original White Gold Metallic. It's got Bilstein shocks, forged three-piece wheels and an aggressive front bumper, and made a well-deserved \$71,500. And last but very much not least, we're suckers for a flachbau, and if it's a tidy 930 then all the better! This auction offered up a two-owner example in oh-so-eighties red-on-black, with 43k on the clock and a Letter of Authenticity. \$112,200 bought the slantnose, the new owner will have to source their own braces and Filofax.



Hammer price:
\$30,800



The 930 Turbo was intriguing, having covered a genuine 66,470 miles before enjoying a full glass-out respray

Hammer price:
\$112,200



Hammer price:
\$40,150



BUYING GUIDE: 993

The 993-generation 911 holds a special place in enthusiasts' hearts for being the last one to be powered by an air-cooled motor. A full ground-up redesign with just 20 percent of parts carried over from its predecessor, it turned out to be a wildly successful seller by virtue of the fact that it was really quite brilliant – especially in terms of build quality, something which early 996 owners are rather jealous of.

The crux of the 993's appeal lies in the way it fuses an engaging drive with an absence of fragility; it's properly nailed together and that buttery-smooth Mezger flat-six won't complain if you use it for daily driving and pottering about town as well as the essential weekend escapes and pan-European jaunts, but the car doesn't make it too easy... The steering has a physicality to it that modern 911s don't, the pedals are slightly offset, the switchgear is scattered about as if at random – it has character, heart and a bit of edge hiding behind the friendliness.

As with all 911s, there's a raft of variants to choose from; the Carrera coupés are perennial favourites for their simplicity and style, but don't overlook the cabriolets, which make superb summer tourers. The Targa (as seen here) is a handy compromise between the two! Rear-wheel-drive models are more agile and emphasize the brilliance of that newly-designed multi-link rear suspension, although Carrera 4s are more predictable in all weathers –

that said, the multi-link rear was a game-changer in terms of control, eliminating the RWD 911's reputation for being tail-happy, so it really is down to personal preference. Widebody-optional 'S' cars have the aggressive profile of the Turbo, while the (quite expensive!) Turbo itself is an animal of a thing with dimension-warping point-to-point thrust. The later Turbo S was even more manic, although fewer than 200 were built so you'll have a hunt on your hands there. RS models are unicorn-like and colossally expensive, which reflects both their scarcity (and thus desirability for collectors) and their incredible capabilities on track, and this is even more true of the super-obscure GT2.

Most 993s you'll find will have manual gearboxes (and it was the first 911 to receive a six-speed 'box); the Tiptronic option wasn't as popular and, while some will prefer the convenience of having two pedals, the automatic does blunt performance somewhat. Still, a Tiptronic convertible would be a lovely thing to potter about the countryside in for Blyton-tinged picnics and whatnot. Essentially there's a 993 for every taste – comfortable cruisers, keenly focused B-road blasters, track toys, blue-chip investments. But whichever you buy, you'll be enjoying a beautifully built and thoroughly dependable modern classic. As long as you buy yourself a good one!



PRICE GUIDE:

Project: n/a

Usable: £35,000 (Carrera), £28,000 (Cabriolet), £80,000 (Turbo)

Excellent: £70,000 (Carrera), £50,000 (Cabriolet), £130,000 (Turbo)



BUYING TIPS:

- The Mezger engine is famously strong and isn't prone to worrying oil leaks, although the lower cam cover gaskets can shrink with age and cause a little seepage – the gaskets themselves are cheap, but the labour could be in excess of £500.
- The fact that 993s were so well built makes it easy to judge them on first impressions; generally speaking they shouldn't annoy you with creaks, squeaks or rattles inside the cabin – if the one you're test-driving does, this probably means that it's been dismantled and reassembled at some point, so ask a few questions about why that was.
- The exemplary build quality means that accident repairs should be easy to spot too – check that all the panels line up perfectly, and everything opens and closes as it should.
- It's an unusual quirk of the 993 market that the cabriolet models tend to be less well cared for, particularly the roofs which can be worn out and misaligned with cracked or foggy windows. Aftermarket replacement roofs aren't heinously expensive, but check carefully to see if neglect in this area is also indicative of neglect elsewhere.
- The Targa roof is a wondrous thing if it's working, and a painfully expensive nightmare if it isn't; repair bills can be sizeable, and rust can often be found where the roof rail attachments meet the windscreen so you should check here.
- Don't buy a 993 on mileage alone. While a low-mileage car may sound like a no-brainer, these are cars which love to be used and you'll often be better off with a higher-mileage car that's been correctly maintained.
- Air-con problems are common, so don't be surprised to find that the car you're testing isn't blowing cold through the vents. It can cost up to £1,000 to rectify, so factor this in.
- The check straps on the doors tend to fail, and a cracking sound when you open the door is a giveaway that this has happened. Reckon on £500 or more to rectify.



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Richard Attwood

Most folk in their 70s are enjoying retirement, not Richard 'Dickie' Attwood, 50 years after winning Porsche's first Le Mans he's still racing and tutoring at the wheel of a Porsche.

Nearly 50 years on from winning Le Mans, Richard Attwood is still racing and still getting podiums. You can't keep a good man down. Attwood, Porsche's first ever overall winner at Le Mans in 1970, is now 77 years old. Normally, that's the stage of life where most of us mortals are thinking about what colour slippers we should be wearing. But for a man who has raced everything from a 917K to a Triumph TR3A via 908s and

Formula One, retirement isn't even a consideration – not at all.

And so here we find him, not only competing at Oulton Park in a 928, but racing it hard. He's already had some cracking results this season, including a podium finish at Silverstone in the first outing. And when we meet him he's competing in the Historic Sports Car Club's iconic Gold Cup weekend in the 70's Road Sports race, up against everything from a Morgan Plus 8 to an MG B.

The reason the car is here is easy. It's the 928's 40th anniversary and Porsche being Porsche, the only way to celebrate that sort of milestone is to get one out of retirement and go racing.

But it's Attwood that is the more intriguing part of this story. How does he still have the competitive bug after all these years? "It's much like riding a bike – once you've done it you never lose the knack. And I'm lucky enough that I found something I was good at and had an aptitude

for, so it makes sense to me to keep doing it."

But still, this is the first 'season' of racing he's done for a while. He's loved the appearances he's done over the years at Goodwood Festival of Speed and Revival, but to actually string a series of races together, that's something new for 2017.

Attwood recalls the old days with clarity: "It was a completely different atmosphere back then."

However, it is not about harking back to the old days. People can



"I might not be around now if I'd got into F1 permanently. I'm still here and a lot of others aren't"





wrongly assume that historic club racing in 2017 and the sort of thing that Richard did in period would be quite similar propositions. He's quick to put any of those sort of misconceptions to bed.

"At Oulton Park today, it's all quite relaxed, but in the 60s and 70s there was a lot of pressure. Porsche was spending vast sums on racing, and there was a detailed plan for every race. There was even a plan, never carried out, for everyone to have a new car for each race to eliminate reliability problems, because they were built to such fine margins."

Porsche's admirable drive to learn and improve was linked to this ultra-competitive spirit, and it's one of the reasons racing for Porsche appealed to Richard. He was never happier than when he was learning. It's why he counts his first season's racing, driving the road-legal Triumph, as his fondest memory.

You get the sense he's a pretty straight forward, realistic chap. When Porsche asked him what he wanted for the 24-hours of Le Mans in 1970 he chose the oldest driver as his teammate: "because this was endurance racing, and I knew we'd have more chance of finishing," he

said. With Hans Herrmann, and by using the smaller 4.5-litre engine "It all needed to be simple."

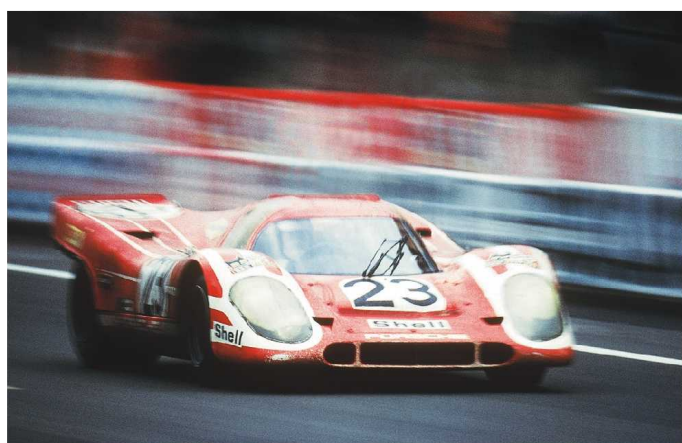
Not that Richard lacks the competitive edge. He spent the first few hours of that 1970 race kicking himself because the 5.0-litre 917s all drove off into the distance and he thought he'd made the wrong engine choice. And his proudest moment was when he bested the likes of Frank Gardner and Jo Schlesser in a Formula Junior win in 1963 at Monaco.

Like all professional racers, he's reflective of the various ups and downs his career took. The wasted

years at BRM are something he rues now, but there's no real regret with Richard, no bitterness.

"It's just circumstances. Yes, my career stalled with BRM, but then who knows what might have happened. I might not even be around now if I'd got into F1 permanently. I'm still here and a lot of others aren't," he said.

It's a stark reminder as to why Richard is the sort of relaxed bloke that he is today. There's an edge to him, of course – no-one can achieve what he has without it – but he's happy and content. He still loves the various Goodwood events:





There's certainly no sense of retirement beckoning. Thank goodness.



"That's been my career recently," he smiles. In addition, he enjoys meeting people who are keen to talk to him, but he's not arrogant, not anxious to trade off his past. And there's no ego. It's part of the reason that he is able to tutor at

the Porsche Experience Centre at Silverstone, where often his pupils have no idea who he is.

This is a man who doesn't waste time on emotion:

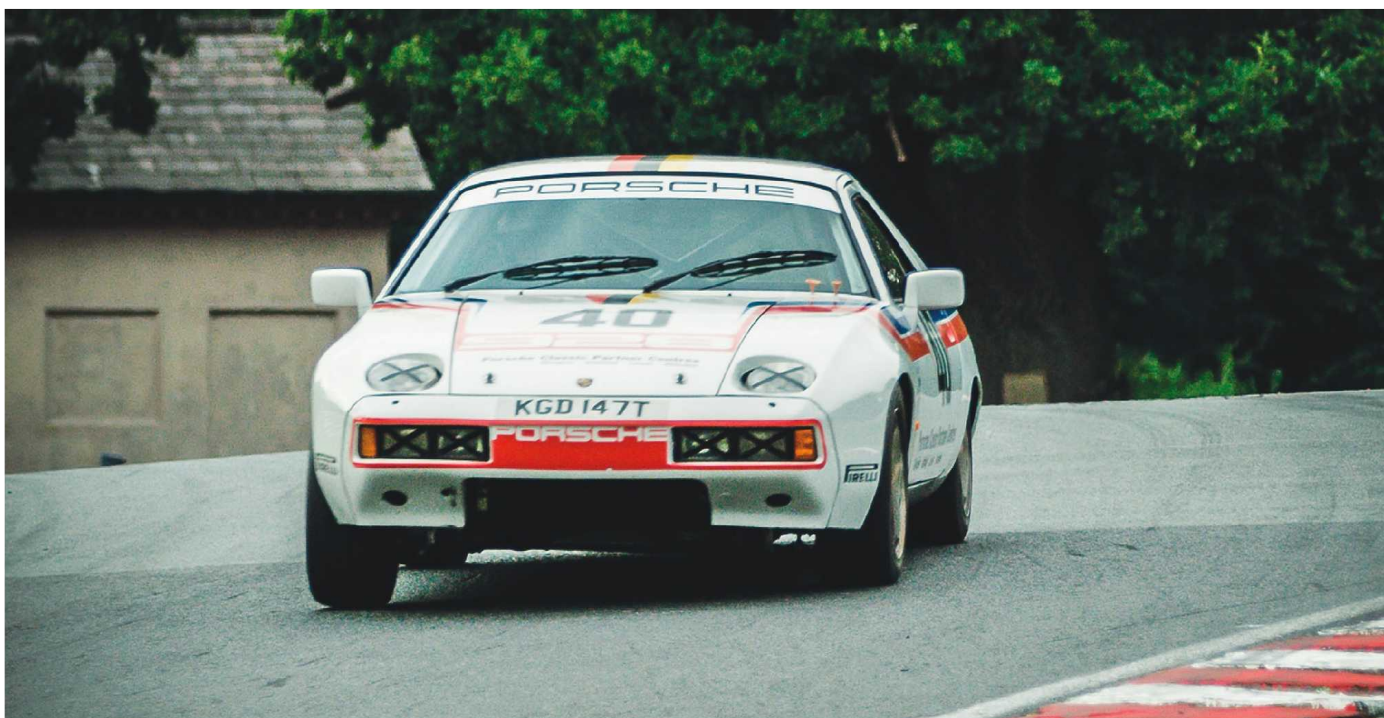
"I can't recall what my father's reaction was when I won Le Mans,"

he says.

He is however absolutely clear on the details of his cars and races. That's not to say he's some sort of automaton, he just has a logical way of going about his job. And it is a job to him, because he still feels like

a professional driver.

So there's certainly no sense of retirement beckoning. Thank goodness. The world will be a poorer place without Richard Attwood racing whatever he can get his hands on ○



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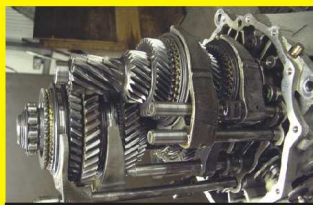
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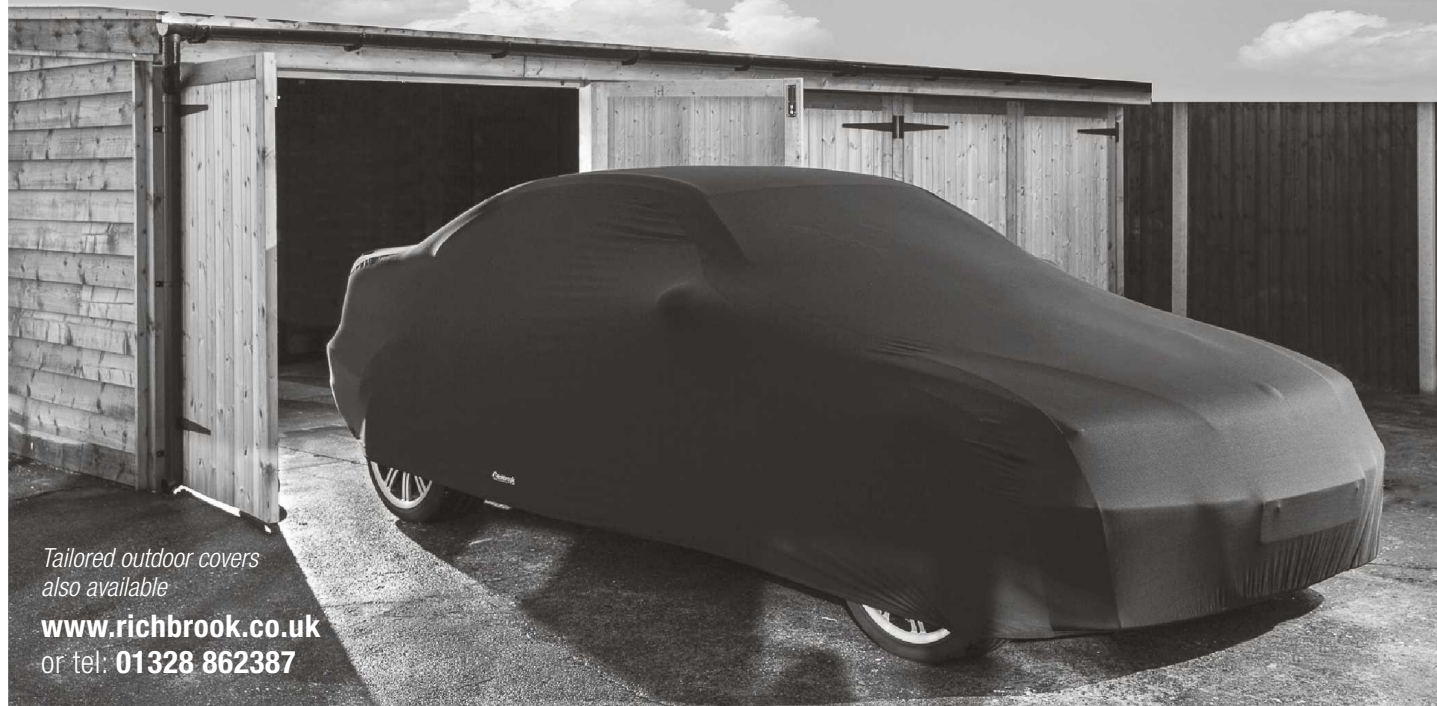
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2008 997 Carrera S

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2005 987 BOXSTER

Things have been a bit quiet on the Boxster front of late but that's about to change, I have a bunch of updates planned over the coming months. The first change wasn't exactly 'planned' as such though, but in typical 'every cloud has a silver lining' way it was perhaps a blessing in disguise. In a rather out of character and completely idiotic move I managed to reverse the 987 into a wooden post recently. The offending item was just the correct height to be completely hidden from my rear and side view and one horrible crunching sound later the back end of the car was looking rather sorry for itself.

I started looking at second hand replacement rear bumpers on eBay but many of them were in far worse condition than mine, most were the wrong colour. A new item from Porsche is, as you'd expect, ludicrously expensive. So, I was hoping what I already had on the car could somehow be salvaged. Being (Seal Grey) metallic though matching the colour was going to require a safe pair of hands.

My first choice of bodyshop was a business I've known for years, Payne's Body Technik in Iwer near

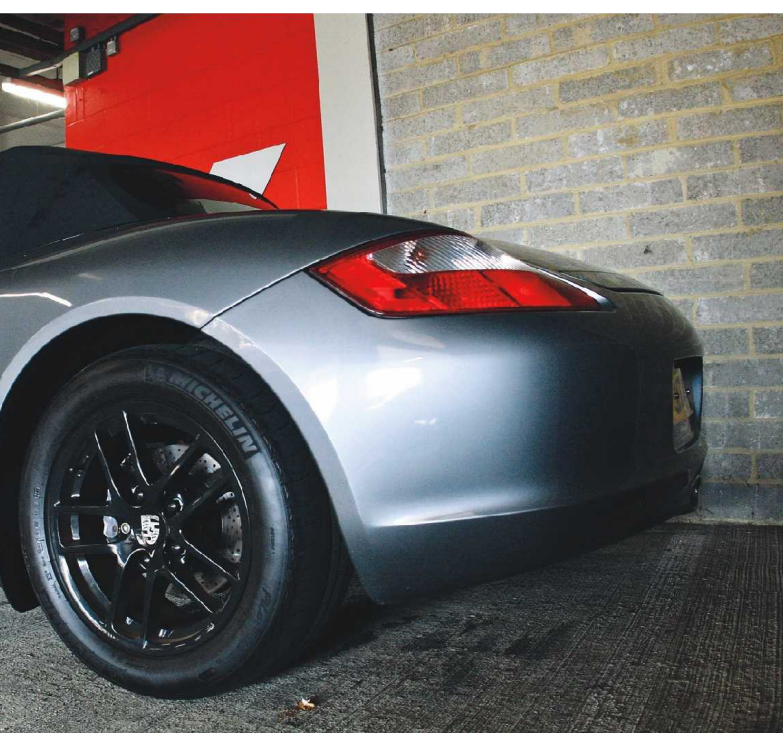
Slough. Proprietor Tony Payne has been painting cars since I was in short trousers and he's earned an excellent reputation for his work, both locally and much further afield. The business is highly respected in modified VW circles, where perfection is expected and nothing less will do. Countless VW scene show cars have emerged from Payne's roller doors over the years, many sporting full custom colour changes and beautifully executed bespoke bodywork. It was through my involvement with that world (in a journalistic capacity) that I first became familiar with Payne's around 15-years ago. Funnily enough though in more recent years, just like me, Payne's has migrated from VWs into Porsches. Indeed the bodyshop has grown in popularity within the Porsche world to the point where the vast majority of what it does on a day-to-day basis is now Porsche related. From simple touch-ups to full colour changes and everything in-between, Payne's caters for all types of cars; air- and water-cooled 911s, Caymans and Cayennes – anything goes. Tony himself has been the long term owner of a beautiful low mileage 964 Cabriolet, and his passion for the brand is

evident – as you can see from these pictures the unit is often awash with Porsches. Payne's was the place I would trust to paint my car.

Having dropped the 987 off with Tony a quick discussion followed about what work I required which was twofold; 1) fix the evidence of my mistake on the rear bumper and 2) paint the side intake vents black. Originally the 2.7 came with silver vents, like many 987s, later cars and special editions came with black vents. I felt the silver was looking tired, like a faded attempt at matching them to body colour, and so I had been thinking of having them painted black for a while. Porsche has fitted black vents to the Boxster GTS for a time now and I wanted a look reminiscent of that without the car looking 'modified'. Tony was more than accommodating and we decided gloss was a preferable finish over a matt effect.

When I returned to collect the Boxster I honestly couldn't believe my eyes. Not only had Tony salvaged my original rear bumper, he'd removed any other imperfections on it (of which there were a few given the car's age) and resprayed it with a faultless Seal Grey colour match, with a stunning deep lacquer over the





top. The car looked utterly fantastic, better than I could've ever hoped in fact. As Tony explained, plastic has a memory of sorts, so the fact that we got to the damage early on was significant in him being able to heat the affected area and return it to its original form. It's a factory finish, if not better. In addition I think the gloss side vents have really refreshed the car, tying in nicely with the black

wheels, roof and other factory black details. I would wholeheartedly recommend Payne's as a place you can trust with your Porsche, classic or modern. I only have one problem now – I want the rest of the car repainted to match but I need to justify the cost to the missus. I might have to find a few random wooden posts to drive into...

Simon Jackson

Simon Jackson
987 Boxster
@retro_jackson



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1978 911 SC

It's been a busy couple of months for me hence I've been missing from the Long Term Fleet section. I got married at the beginning of June and then disappeared on honeymoon. It's been fantastic. Not wanting to exclude cars from my wedding we had a small gravel courtyard at the venue turned over to me and my friends to display our classic or interesting cars. I had the 911 there, used as my wedding car of course, and editor Si brought along a Porsche GB press fleet 991 GT3. It just wouldn't have been my wedding without some sort of car content – see below!

Before all that though I had to face up to the fact you can't have a wedding without a stag do. I'm not a big drinker so in a desperate bid to avoid being zip-tied to a lamp post naked having drank a dirty pint (or several), I suggested to a group of mates with cool cars we attend the Spa Classic and make a bit of a road trip of it. So we did.

With two weeks to go to the wedding the timing was perfect. Out of office on and car loaded we set off and dispatched the UK the evening before, staying over in Kent leaving us with only an hour to cover in the morning. A 4am alarm had

us up and out in time for the 6am train to Calais with a bit in hand in case we had any issues. First leg complete and so far so good... apart from a misfire from the Maserati 222 that was with us – but that was just the cold and damp morning, surely. We pressed on and arrived in Calais in what felt like the blink of an eye.

Spa is only three and a half hours from Calais, but we'd opted to take the "driving roads" route to our hotel which meant a massive detour. We took a route past Lille and through the "wildlife parks" south of Mons. The roads were lovely and scenic,

but traffic generally stopped any real enjoyment. We made our first impromptu stop as the "damp" still hadn't left the Maserati... unfortunately it wasn't "damp" and it had in fact started leaking electricity. Bad plug leads were causing the misfire so we wrapped them in gaffer tape and carried on. The roads continued to improve and the traffic thinned and we could really start enjoying the cars. In Ouffet we were diverted around a closed road, but the sat nav brought us back onto the same road further down, but at the point it was closed. We looked at each other and the lorries blocking



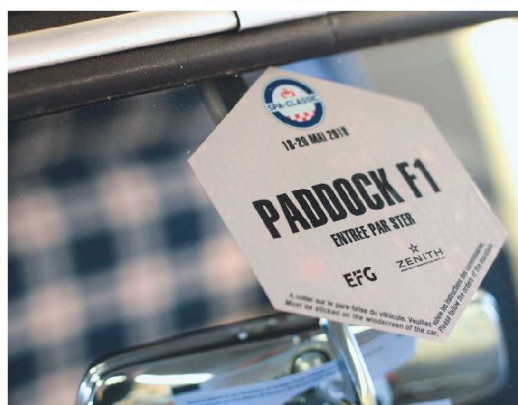
the road and it slowly dawned: "if we're here, then we have the whole road to ourselves". We raced back to the top of the hill and I wrung every drop I was brave enough to out of the 911. The exhaust was searing off the trees and all the winter work on the suspension was paying off. This is one of the most incredible drives of my life. When we pulled over at the top my hands were actually shaking from the adrenaline of driving the car like that; a memory that'll stay with me for a very long time. We continued once we'd recomposed ourselves, stopping at Poulseur for a small beer and sit in

the sunshine before pushing on to our digs near Malmendy. The trip took about twelve and a half hours including food and fuel stops so if you do detour from the Autoroutes and want to make it worthwhile it's a long drive. It was absolutely worth though and a proper road trip. We were staying in the Hotel Val D'Arimont which is highly recommended as during the Classic event it's filled almost entirely with petrol heads who've road-tripped to Spa for the racing; it has a great vibe, the cars are safe, the food is good and Belgian beer plentiful. Houblon Chouffe was a favourite

though it soon softened your legs at 9% abv.

The circuit was a leafy seven mile drive away and when we arrived, we'd opted to park in the F1 paddock with the other classics. It was great to be part of the show side of the event and proudly display our bug-spattered, brake dusty-wheeled cars (no, we didn't have chance to clean them). It was my first visit to Spa and the place is genuinely as breath-taking as it looks in the pictures. As much as I enjoy the racing (though spectating is from a distance when you're used to UK venues) I really love the paddock

access and being able to be up-close with the cars taking in all the details and the rich smell of fuel and Castrol R. It's an intoxicating place to be and Spa really is 'access all areas' as you can see from the pictures. The Classic was absolute Porsche heaven too. It was the opening round of the all-new Peter Auto 2.0L Cup and a great opportunity to see a massive number of early SWB cars in one place. Elsewhere there were 935s, 356 Abarths, RSRs and of course everything in between. We spent the first day in the paddocks and the second day walking the circuit and taking in the racing. Ahead of



long term fleet

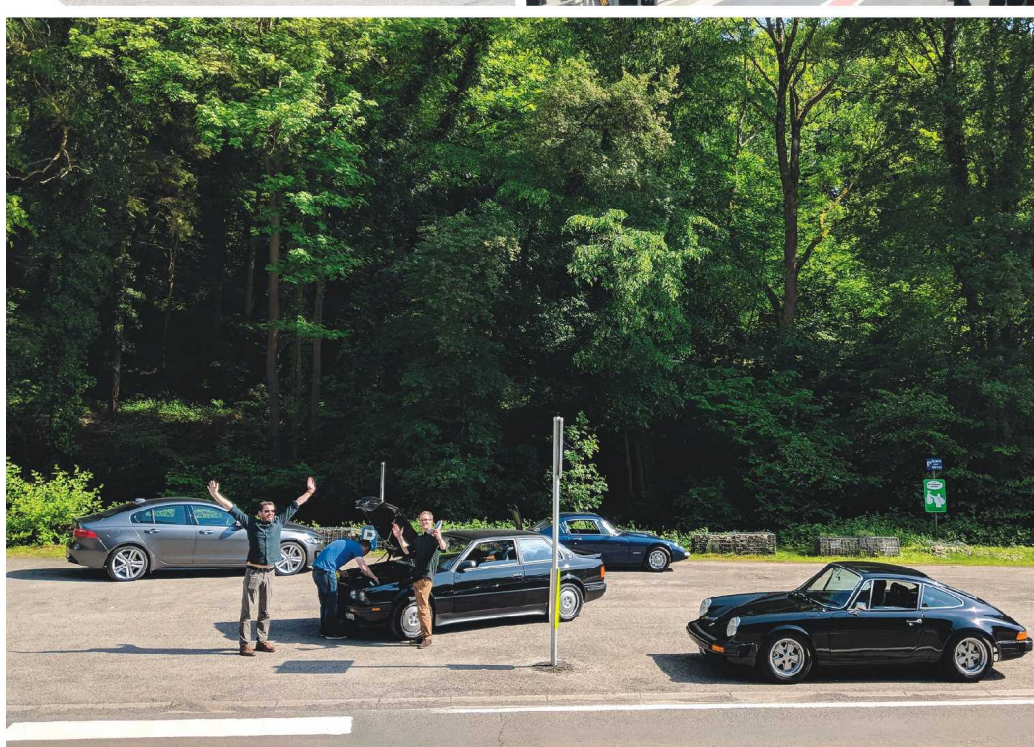
the trip people kept referring to "Spa's unique weather system" and telling me "it's got its own microclimate"... it wasn't until day three that we experienced it having enjoyed nothing but sunshine. From nowhere a massive storm drew in and pelted us with rain that bounced six-inches off the ground. Still, it was an experience and made the racing more exciting.

The sun was shining again though in time for our trip back. This time we took the Autoroutes and stopped in Bruges for some dinner. The plan had been to enjoy some sightseeing and grab some beer to bring home however, the other car we were with, a '68 Lotus Elan+2, had ceased to produce electricity from its alternator so we took our chances and headed for the tunnel. Luckily we made it and gave the battery a charge as we waited for the train. Once back over in the UK it was a blast home through the early evening and it gave me time to reflect on the trip and the 911. It staggers me that this car is forty years old. It covered 1,000 miles without so much as a splutter. The oil was checked once and it hadn't used much at all. And that was it. It covers huge amounts of ground rapidly as a GT car: through the UK, France and into Belgium effortlessly and, dare I say comfortably considering the suspension set-up (in no small part thanks to those gorgeous Cobra RSR seats) and then can thrill me into a shaking adrenalin-filled wreck of a man on demand. All while asking for nothing from you other than your attention and keeping the fuel topped up. Staggering. Once home the only maintenance required was a good wash, and then two weeks later it was taking me to my wedding. What a car...

Rob Richardson

Rob Richardson
911 SC

[@Racereightysix](#)

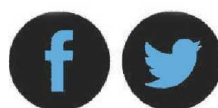


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2008 997 CARRERA S

Whilst Porsche may continue to dominate the winner's rostrum of the 24 hours of Le Mans, it's the

bi-annual Le Mans Classic event that fuels my excitement most and was one of the key reasons for buying my 911. Over the past decade this has become a traditional boys trip and the 70th Porsche Anniversary celebrations only heightened my excitement for the 2018 event.

For those not familiar with this leading classic event; six grids of cars ranging from the 1920s through to the 1980s each compete in three races over a 24-hour period, giving spectators multiple opportunities to revel in the sights, sounds and smells of what are often viewed today as near priceless machinery all being driven with gusto and bravery as they would have been back in the day.

Porsche is a marque prolific throughout the majority of the grids, magnified this year, thanks to the anniversary celebrations. My journey started, as reported last month, with a set of new Pirelli tyres and a thorough check over by Cameron Porsche near Bath.

A blast across the south of England via Goodwood took us to Newhaven for an overnight Ferry crossing with a very early (5.30am)

start, which sounds like hell, but when you are blessed with deserted French back roads all the way down to Le Mans you soon find the early start equals motoring nirvana!

Perfect roads for a 911; smooth tarmac, long straights linked by sweeping corners and sleepy villages stretched on for mile after mile. The 997's communicative steering and balance handling helped to create an unrivalled connection between man and machine which serves to remind me why each 911 iteration has always been the benchmark sports car of its particular generation.

Sports exhaust engaged, hitting 4,000 revs was electrifying, with the ability to allow the speed to build through the gears in a way you just can't do in the UK. Breakfast, coffee and lunch stops in picturesque settings allowed our group to reform and eulogise about our experiences.

Our campsite was on the Le Mans Porsche Centre test track, which is a must try when not filled with tents! Unpacking again highlighted another 911 benefit; the luggage capacity it has. Being a C2S and without a front diff to rob boot space, most of our camping gear fitted up front with just some light stuff in the back.

Once set up and immersed in the event, paddock passes and grandstand tickets ensured you could get up close to the cars as

well as having some great vantage points to view the racing. The first race for Group C prototypes from the 1980s and early 90s was sensational and my favourite of the weekend. Grandstand seats along the pit straight gave a full barrage of noise, smell and sense of speed, in motoring terms, it just doesn't get any better! A close second was watching the 1970s turbocharged machinery at night under heavy braking for the sequence of corners before the Dunlop bridge complete with flames spitting from the gaggle of Porsche 935 exhausts to light up the sky.

Other Porsche highlights were a dedicated classic race as well as enthusiastically driven dusk to night demonstration of a field of ex-Le Mans 1970s racers. Off-track entertainment included a Porsche village with free Porsche energy drinks to keep you going and a huge display of all models courtesy of the Porsche Club France.

The Le Mans Porsche Centre was open to guests with Belgian beer served from a VW Type 2 Transporter. A wander around the paddocks at midnight with all the mechanics in full flow to prepare the cars for the next outing only enhanced the sense of drama and nostalgia. Auction house Artcurial also had a number of tasty 911s and

356's under the hammer if you were in the market for a new toy!

With wonderful food stalls, as you would expect in France, and plenty of other ways to spend your money on motor clothing and memorabilia, Le Mans Classic really is petrol head heaven and arguably the best nostalgic motorsport event on the calendar. It's only a shame that it's an every other year experience!

Our return trip by contrast was via the Autoroutes allowing for my 997 to perform its other party trick of being a thoroughly civilised GT car. Cruise control on, exhaust off (but not in the tunnels!) and the tunes playing through the Bose sound system, an eight hour trip homeward trip via the channel tunnel was a total breeze.

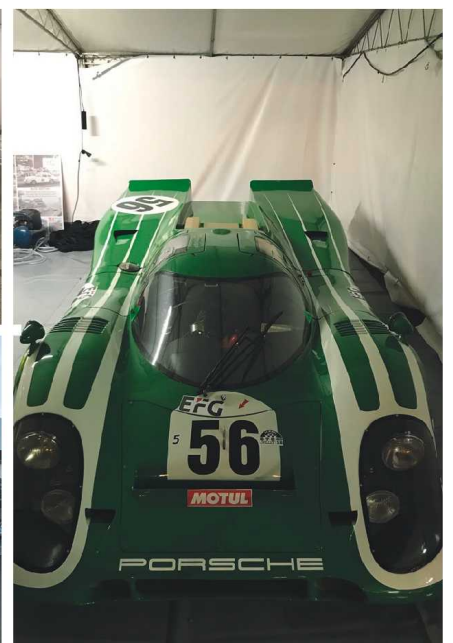
Next up is a family camping trip to the Channel Islands – I am just sorting the roof box!

Mark Whitchurch

Mark Whitchurch
2008 997 Carrera 2 S

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1:18 SOLIDO 911 CARRERA RSR

How much? £44.95

Where from? www.racingmodels.com

The Penske Racing/Sunoco 911 Carrera RSR 3.0 was driven during the Daytona 24hr by Mark Donohue and George Follmer – the team retired with engine failure. This larger 1:18 scale Solido limited edition model features opening panels. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



POWERFLEX CAYENNE BUSHES

How much? From £25.14

Where from? www.powerflex.co.uk

Powerflex has added a Torque Rod Bush Insert and Torque Rod Bush for the

(E1 9PA) Cayenne (2002-2010) to its range of products. The original Cayenne chassis is getting a little old now, these bushes have been designed to help combat unwanted engine and drivetrain movement, which can in turn lead to irritating levels of noise and vibration.

Powerflex's latest Cayenne part, the Torque Rod Bush Insert, is a product intended for those instances where there is some play between the OEM bush and mount, though perhaps not enough to justify its complete replacement. The polyurethane insert is easily installed into the OEM mount.

The Torque Rod Bush is an ideal replacement for particularly worn or damaged bushes, the kind simply too far gone to be improved via the bush insert covered above. Again, Powerflex has worked hard to ensure that installation is both swift and straightforward, meaning Cayenne owners can have the bush in situ and their vehicle back on the road within hours.



MOSS DUAL VOLTAGE POWDER GUN

How much? £147.94

Where from? www.moss-europe.co.uk

With this kit you can powder coat like a pro in your own garage. Texture selections range from smooth surfaces to a wrinkled or matt finish, with rough textures allowing you to hide surface imperfections. The Dual Voltage HotCoat Gun has two settings, one for tight spots and one for complete coverage of large areas, to use it you will need a 5-10psi compressed air source and dedicated electric oven (a toaster oven will be fine). The kit includes a dual-voltage power supply, activation switch, ground clamp, cable, and an empty 8oz bottle. The powders contain no environmentally harmful solvents and overspray is simply swept up.



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Where from? www.firebox.com

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1:43 BRUMM 550 RS SPYDER

How much? £21.95

Where from? www.racingmodels.com

The Porsche 550 RS Spyder was driven during the 1956 Nurburgring 1000km by Michael May and Pierre May. Michael was a student at Zurich Technical Centre and saw the potential of aerodynamics in racing, he became a pioneer in F1. This car proved faster than the Porsche works cars and it was forced to retire from the race after complaints from Porsche saying it should be banned on safety grounds – despite the car passing scrutineering! Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.

EASTWOOD SURFACE CONDITIONING TOOL

How much? £218.40

Where from? www.moss-europe.co.uk

Restoration will often require the stripping of paint or removal of rust – this tool makes light work of either. The Eastwood Surface Conditioning Tool features a rotating drum and a high-torque, ball bearing supported, motor with hardened spur gears to provide smooth operation and a long life.

Its speed is easily controlled with a six position rotary knob, a drum guard enclosure and rigidly mounted handle provide operator protection. A wide range of abrasive drums, stripping drums, finishing drums and buffing drums are available (from £7.20) accompany it.



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Where from? www.jewelultra.com
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1:18 SOLIDO 911 2.7 RS TOUR DE FRANCE

How much? £44.95

Where from? www.racingmodels.com

The Les Charlots Le Grand Bazar movie 911 2.7 RS was driven in the 1973 Tour de France by Herve Bayard and Rene Ligonnet. This 1:18 scale Solido model has opening panels and is limited to 1500 pieces. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to GT Porsche readers.

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How much? £22.99

Where from? www.fast2shop.com

New website fast2shop.com is offering this original T-shirt featuring the iconic Porsche 935 race car. The T-shirt boasts a distressed print for a retro look and feel, it is made from 100% pre-shrunk cotton (185gsm) and is available in White, Grey, Sand and Pistachio in a range of sizes.



1:18 SOLIDO 911 RSR — 1973 TARGA FLORIO

How much? £44.95

Where from? www.racingmodels.com

The Martini Racing 911 Carrera RSR was driven to victory during the 1973 Targa Florio by Gijis van Lennep and Herbert Muller. This 1:18 scale Solido limited edition features opening panels. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



GTECHNIQ W9 WATER SPOT REMOVER

How much? £9.99 (250ml) / £15.95 (500ml)

Where from? www.gtechniq.com

Detailing product manufacturer, Gtechniq, has announced the new W9 Water Spot Remover which is designed to eradicate annoying water marks on your car's paintwork. The product aims to tackle etching on car bodywork left behind from dried mineral deposits inherent in rain and hose water, once dried. If left for a long time to bake on these can be as detrimental as bird droppings – so they need something exceptional to remove them.

W9 has a three mechanism approach to removal; it dissolves and removes salts, traps metal ions (commonly found in tap water), finally it removes silica scales – which are traditionally tough to eliminate. Safe on all paint types and vinyl, W9 is non-hazardous and can even be used on glass.



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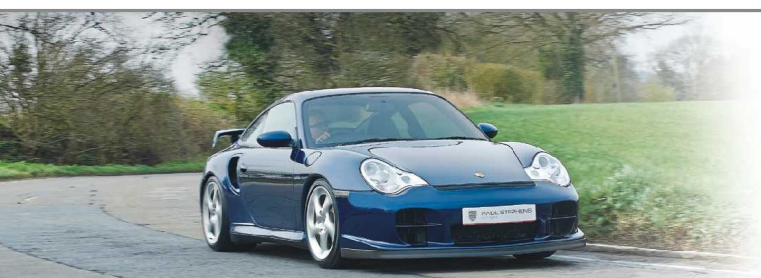


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Revolution Porsche www.revolution-porsche.co.uk	✓	✓	✓	✓		✓	✓	✓					✓	✓		✓	✓
RGA Porsche Tel: 0207 7931447		✓	✓			✓	✓						✓	✓		✓	✓
RPM Technik Tel: www.rpmtechnik.co.uk	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓		✓	✓
RPM Specialist Cars www.rpmspecialistcars.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓		✓	✓
RSJ Sports Cars www.rsjsportscars.co.uk													✓				
Roger Bray Restoration Tel: 01404 822005 parts@rogerbrayrestoration.com www.rogerbrayrestoration.com ; Milestone Business Park, London Rd, Whimble, Exeter		✓											✓				
Specialised Car Covers www.carcoversuk.com	✓																
Specialist Cars of Malton www.specialistcarsltd.co.uk	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	✓			✓
SpeedArt www.speedart.de											✓						
Swissvax UK www.swissvax.co.uk				✓													
Team Parker Racing www.teamparkerracing.com						✓							✓			✓	
TechArt www.techart.de											✓						
The Independent Porsche Enthusiasts' Club www.tipec.net					✓						✓						
Tognola Engineering Tel: 01753 545053						✓											
TWG Motorsport Tel: 01733 332911													✓				
The Wheel Restorer Tel: 01978 352980 sales@thewheelrestorer.co.uk Unit F7, Bersham Enterprise Centre, Rhosyllen, Wrexham LL14 4EG																	✓
Yorkshire Classic Porsche www.yorkshireclassicporsche.co.uk	✓	✓	✓	✓			✓	✓		✓		✓	✓				✓



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