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# UP FRONT

Underneath all the tech frippery that Porsche is trumpeting  
there is still the 911 that we know and love

The new Porsche 911: more powerful, dynamic and digital. That's how Porsche introduced the new 992 model 911 to UK journos on Nov 28th, 2018, further commenting on, first, its 'more muscular stance', and second its '10.9-inch touchscreen monitor.' In other words, it's even bigger than the 991 and it's packed with even more tech. But then it was hardly going to shrink and it was hardly going to feature less tech. It's progress, and the 911 is the perfect machine in which to plot the rise of technology, because no other sports car (save for the Corvette, 'cos I've been caught out with this statement before) has been in such a constant state of evolution, whilst still retaining the same basic mechanical layout as the 911.

“ I know, easy and rich pickings for the slightly cynical amongst us ”

Other tech highlights include 'Porsche wet mode', 'Night Vision Assist', and a 'Porsche road trip' app for extraordinary tours, which will certainly take some of the planning work out of drive stories. Oh, and there's also a 'Porsche impact emissions calculator', for reducing your individual carbon footprint. I know, easy and rich pickings for the slightly cynical amongst us.

But let's look on the bright side: there's no hybrid just yet, it's still stubbornly rear-engined and there's still nothing quite like a 911 in real world conditions. It will be a car of hidden depths and talents, despite the above frippery, and Porsche will develop the living daylights out of it for the usual seven-year model period. And actually, let's not be afraid of the hybrid, when it arrives in gen 2 form. Think of all the lessons learnt with the 918 and packaged into the 911. That's real tech.

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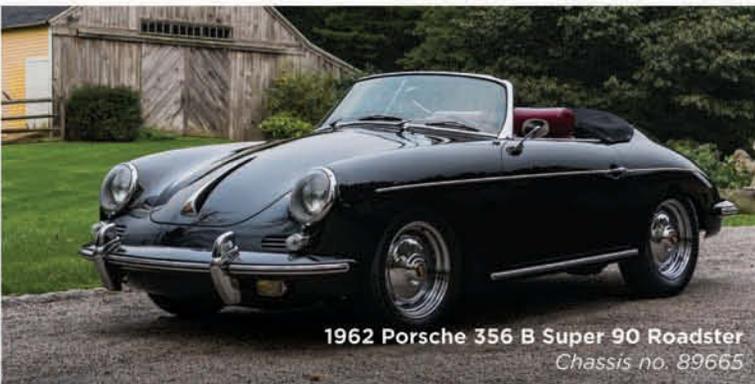
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# THIS MONTH



p72

## FEATURES

### YOU AND YOURS

Stuart Allison and his 993 Targa **32**

### PORSCHE AT 70 PT8

Our favourite car maker has been building our favourite cars for 70 years. This month we look at 2010 to the present day, plus a gaze into the future **38**

### FVD BROMBACHER 991 GTS DRIVEN

German tuners par excellence, FVD Brombacher, turn up the boost on the 991 GTS **46**

### ONE MAN'S OBSESSION

911&PW was the first Porsche mag to drive one of Paul Stephens' AutoArt 911s. Thirteen years on we've got the band back together with the first and latest machines **56**

### 924 TWIN TEST

Normally aspirated and turbo 924s driven back-to-back **72**

### CSF 996 TURBO

CSF Cooling boss Ravi Dolwani and his modded 996 Turbo **82**

### HOW TO: 996 ALTERNATOR

An easy home job, this one **88**

### SPECIALIST: LONGSTONE TYRES

Eccentric classic tyre specialists **94**



p18



p10



p82



p56



p46

**REGULARS**

**PORSCHE NEWS**

All the latest Porsche news... **10**

**PORSCHE PRODUCTS**

...and all the latest must have stuff **18**

**THE USUAL SUSPECTS**

Paul Davies has his say **28**

**PORSCHE PROJECTS**

Fans of rust and general bodywork horror will enjoy Bennett's latest 996 update, while Tipler's Boxster gets some new wheels **100**

**PORSCHE TECHNICAL TOPICS**

Technical problems solved **108**

**BUYERS' GUIDE: 997 gen 1**

Everything you need to know **112**

**MARKET PLACE**

Tried & tested, dealer and auction talk **114**

**TIME MACHINE**

Journey through 911&PW's past **128**

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**107**

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ALL THE PORSCHE NEWS AND VIEWS

# NEWS

Porsche launches new 992 in LA \* 992 GT2 RS will have 800bhp. 992 GT3 remains normally aspirated \* 991 GT2 RS race car \* Pop-up Porsche shop in Oxford \* Lego GT3 ceases production \* 770bhp Panamera



## PORSCHE REVEALS RADICAL NEW 911 CARRERA S

Porsche's latest Type-992 911 is a digitally-infused *tour de force* that hits 60mph in a fraction over three seconds flat

Every new 911 is important. Each marks an end of one era and the beginning of another. But the latest model revealed at the Los Angeles auto show could prove the most significant yet. This, ladies and gentlemen, is just possibly the last Porsche to be truly, recognisably '911,' the last to simply hang a flat-six petrol engine out over its rear axle and wrap it all up in an iconic two-plus-two shell. Give it up for the new 992, which in Carrera S format is good for 450hp, hits 60mph in barely more than three seconds and roll on to over 190mph.

Immediately, it's obvious just how much more muscular the new 992 is over the outgoing 991 models. That's because with the 992 there is no longer any such thing as a narrow body 911. All models come in wide-arched format. The front arch bulges are now particularly conspicuous. Across the bow, the 992 is not only fully 45mm wider than the outgoing 991 Carrera, but also wider than any previous 911, including GT and RS models. As for what fills those arches, the 992 takes its lead from 991 RS models. The 992 Carrera S sports staggered diameter wheels, with 20

inches up front and huge 21-inch rims at the rear. For the record, the 992's wheelbase is yet again extended over the 991 generation.

Further styling renovations up front include a bonnet recess that evokes that of early air-cooled 911s, as does the almost unbroken shutline right across the join between the bumper and the front wings and bonnet. It replaces the complex series of joins and panel gaps of the 997 and 991 generations. Moving back, the 991's door handle loops have been replaced by flush-fitting Tesla-style pop-out items. At the rear,

New 992 is plain bigger than the outgoing 991 and widest 911 yet. Note front wheel arch extensions, which hark back to 930 Turbo. Wheels are staggered 20in at front and 21in at rear. The S models have been launched first with 450bhp and PDK only, as yet. On board tech is vast



visuals are dominated by a new seamless full-width LED light bar, something of a Porsche styling signature of late. Atop the new light cluster is a much broader variable-position spoiler. All exterior panels are now aluminium for further weight savings over the already pretty parsimonious 991 model.

Inside, the latest 911 is clearly inspired by the very earliest air-cooled models. The instrument cowl is particularly redolent of the air-cooled era. To that, of course, the 992 adds a very modern twist. The central rev counter remains an analogue affair. It's flanked by a pair of frameless, floating high definition displays that offer numerous configuration options. Those screens are augmented by the central dash-mounted PCM display, now 10.9 inches across and sporting a new, more intuitive user interface and added functionality including navigation with so-called 'swarm' data for improved traffic info.

While we're talking digital features, the

992 is the first 911 to offer a wide range of driver aids. Highlights include adaptive cruise control complete with automatic distance control and stop-and-go capability, while a new 'Wet' mode in Porsche's PSM stability control programme relies in part upon acoustic sensors in the wheel arches. Another high-tech option is a new thermal imaging system called Night Vision Assist.

But what, you ask, of the stuff that really matters, the bits that make the new 992 go? Slung behind the rear axle in traditional 911 style is a revised version of the 3.0-litre twin-turbo flat six from the previous generation. Porsche says efficiency has been increased thanks to an improved direct fuel injection process, while the installation of the turbochargers and charge cooling system has been tweaked. All told, power for the Carrera S model is up 30hp to fully 450hp. At launch power is transmitted to the rear wheels via a new eight-speed iteration of the smash-hit PDK dual-clutch gearbox. Critically, the

new 'box supports the integration of hybrid power. But that won't feature until the 992 receives a facelift for the 2023 model year.

Thus configured, the Carrera S coupe is good for 191mph and hits 62mph in 3.7 seconds. The all-wheel drive 4S model shaves another tenth off that time and adding Sport Chrono reduces that by a further two tenths. Take another tenth or so off for the sprint to just 60mph and you have a standard issue 911 that'll hit the 60mph benchmark is nearly three seconds flat. Fuel consumption according to the old NEDC metric is 31.7mpg, while the CO2 output is pegged at 206g/km.

While all of those numbers look good, the one demerit appears to be mass. The new 992 is around 55kg heavier than its predecessor. For now, Porsche is only announcing PDK-equipped Carrera S models, with a starting price in the UK of £93,110. The standard Carrera and models offering a seven-speed manual gearbox are expected to follow shortly.



## PORSCHE PREPS 992 TURBO AND GT MODELS

But both will eventually be usurped by mega-power hybrid model

The paint has barely dried on the basic 992 Carrera models, but Porsche is pressing on with all-new high performance variants including Turbo with a capital 'T', GT3 and GT2. As ever with products that have yet to be announced, nothing is official. However, revelations from the LA Auto Show plus these fantastically realistic renders help to build a picture of what Porsche has planned for its premium 911 models based on the 992 platform.

To cut to the chase and answer perhaps the biggest question of all, development mules of the upcoming 992 GT3 have been captured on video circulating at various test tracks around Europe. Wouldn't you know it, but they have been accompanied by the absolutely unmistakable howl of a screaming naturally aspirated motor and the characteristic sonic report of manual gear shifts. Contrary to numerous online rumours, therefore, the GT3's stellar atmospheric engine lives to fight another day.

As it happens, Porsche's GT boss Frank Walliser indicated at the LA show that the

car would indeed be naturally aspirated, though he wouldn't be drawn on its power output. However, he did give some insight into the car's chassis. Speaking in LA, Walliser said the GT division had "some really cool ideas on the suspension side." He also indicated that saving weight was a major priority and one reason why turbocharging isn't a good fit. "Turbo adds another 40kg," he said.

For future generations after the initial 992 GT3, however, Walliser does see a role for hybrid power. "Normally aspirated and hybrid fits together very, very well. The 918 Spyder was hybrid and normally aspirated. It's the most emotional thing we have, and we have to stay emotional," he explained.

Given the mass increase of the standard 992, it's good to hear that weight remains a priority for the new GT3. The new WLTP emissions regime will be making life hard for Porsche when it comes to the engine output of the GT3's naturally aspirated engine, so keeping the weight off could well be key.

As for the Turbo and GT2 models, well, pick a number. The outgoing 911 Turbo S cranks out 580hp, while the GT2 RS develops a faintly preposterous 700hp. Their 992-based follow ups will almost certainly develop significantly more power. A 911 with the thick end of perhaps 800hp is a sobering thought. However, when it comes to power output, it looks like the upcoming hybrid 911 will be the real game changer.

It's not due until Porsche gives the 992 a mid-life update for the 2023 model year. But Porsche's head honcho Oliver Blume recently revealed Porsche's intentions with the model. "The 911 plug-in must be a very strong performing car," he said, "it will be the most powerful 911 we've ever had." That the hybrid 911 is slated to be the most powerful model in the range shouldn't be a surprise, of course, given that Porsche has applied just that strategy to the Panamera. Broadly speaking, Porsche is pitching electrification as the premium alternative to conventional combustion powertrains.

The GT models are coming. Expect the 992 GT2 (left) to be packing an 800hp punch. Purists will prefer the 992 GT3 (above), which will retain its normally aspirated engine for now

### OUR TAKE

#### THE NEW 992: DIGITAL AND YET ANALOGUE

With the new 992 upon us, what to make of Porsche's latest 911? Ultimately, there are two ways of looking at the new model. On the one hand, it's bigger and more tech-infested than ever. With the 992 generation the 911 has surely completed its journey from compact sports car to capacious grand tourer.

After all, just look at those wheels. 21-inch rims on the rear? The new interior doesn't exactly communicate unadorned functionality, either. And consider all the newly added technology that has nothing to do with what Porsche refers to a 'puristic' driving experience. It's probably a stretch to call the latest 911 semi-autonomous. But equally the 992 has clearly taken a step in that direction with its new adaptive cruise control.

What's more, Porsche is on the record with plans to introduce a hybrid model when the 992 gets its mid-cycle facelift in around four years. That's why the 992 has pinched a version of the latest Panamera's eight-speed PDK gearbox. It's been engineered to support hybrid implementations. Indeed, were prevailing battery technology a little more advanced, Porsche would likely have made hybrid part of the 992 mix right from launch.

It's all an awfully far cry from that first 911 model, all two litres, 130hp and 1080kg of it. But what of that other hand? Well, the core proposition remains remarkably faithful to the original, which isn't a total shock given the 992 was developed from the 991, rather than being a true clean-sheet design. There's still a combustion flat-six hanging out over the rear axle. The layout remains 2+2 and the basic silhouette and signature side window graphic are absolutely recognisable without falling into the trap of retro pastiche.

Likewise, you can be almost certain that whatever you make of the 992 in outright terms, compared to its competitors, such that they are, it will be more engaging, more driver focused, more competent and more transparent than the lot. Sure, the likes of Aston Martin and its V8 Vantage have upped their game. But it's almost certain the new 992 will expose it for the shoe-string lash up that it comparatively is.

Mercedes' AMG GT? It almost certainly won't truly rival the standard 992 Carrera as a driver's car, let alone the full-on GT models. With all that in mind, it's perhaps best to celebrate the 992 while we still can. After all, the auto industry is going through tumultuous changes, currently. The new 992 might be a very different car from its earliest progenitors. But it's still incredibly faithful to the original 911's ethos given the limitations of modern motoring.





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## NEW GT2 RS CLUBSPORT IS A PROPER RACE CAR

Follow up to the 935 homage is not just a track day special

Porsche has pulled the wraps off another limited-run track special based on the monstrous 700hp 911 GT2 RS, just nine weeks after it revealed the stunning 935 homage. This time it's the real race-ready deal. Enter the new 911 GT2 RS Clubsport.

Porsche describes the new model as a racing version of the road-going 911 GT2 RS that can be run at club motor sport events as well as selected race meetings. Both road and race car share the same state-of-the-art 3.8-litre flat-six twin-turbo motor. Power is transferred via a rigidly mounted seven-speed PDK to the 310 millimetre-wide rear wheels. Like in all other racing versions of the 911, the driver changes gears via ergonomically-positioned shift paddles on the steering wheel.

Six-piston aluminium monobloc racing calipers on the front axle in combination with internally ventilated and grooved steel brake discs with a 390 millimetre diameter along with four-piston calipers and 380 millimetre discs at the rear provide presumably epic stopping power. Just like the GT2 RS road car, the 1390 kg Clubsport version is equipped with PSM including traction control as well as an anti-lock braking system (ABS). Thanks to a map switch positioned on the centre console, these assistance systems can be adjusted separately

or toggled off completely, depending on the driving situation. For context, the series production and road legal GT2 RS model tips the scales at 1470kg, making the racer some 80kg lighter.

The carbon steering wheel and the colour display behind, meanwhile, are taken from the 2019 Porsche 911 GT3 R race car. A massive safety cage combined with a racing bucket seat and a six-point safety harness ensure maximum safety. Air conditioning provides optimal cooling of the interior.

Juicy spec aside, the new car's defining feature is the fact that, unlike the 935 homage, Porsche intends for it to go racing. "For the upcoming years, our customers will not only race the GT2 RS Clubsport on track days but also at international motor racing events. We are currently holding very productive talks with the race organiser SRO," says Dr Frank-Steffen Walliser, Porsche's big cheese for all things GT car.

The new Porsche 911 GT2 RS Clubsport is available now from Porsche Motorsport in Flacht, Weissach, Germany. Priced from 405,000 euros plus VAT, or about 360 large in old money. Customers will receive their vehicles from May 2019 at exclusive delivery events.

Porsche has managed to get some added value from the 935 homage by turning its GT2 RS underpinnings into a track ready race car

## PORSCHE TRIALS 'ON DEMAND' OWNERSHIP IN OXFORD

Porsche Life 'pop-up' puts a new spin on the age old test drive

Porsche has chosen the opening of its latest Porsche Life 'pop-up' shop in the Westgate Mall in Oxford to put a new spin on the traditional test drive experience. Known as 'Drive a Porsche', the trial service makes it possible for enthusiasts to hire one of Stuttgart's finest for a weekend drive. The idea is to allow Porsche to explore how drivers might respond to similar 'on-demand' ownership opportunities.

Two models are on offer, the 365hp 718 Boxster GTS and the plug-in Cayenne E-Hybrid with its 462hp petrol-electric powertrain. The scheme is being run for a limited period from 30 November until 23 December. Pricing for 'Drive a Porsche' ranges from £175 to £500. Visitors interested in participating need only to swing by the 'Porsche Life' pop-up store in the Westgate Mall to make a weekend booking of their choice.

The pop-up location itself is also something of an experiment. Described as a relaxing and informal environment, different experience areas within the pop-up are presented in the context of a living room, lounge area and home office. Key elements of what defines a Porsche are available for interaction. That includes an exploration of the 'Sound of Porsche' and gesture control screens that open up the world of Porsche.

Porsche says each visitor experiences Porsche Life via interactive presentations designed to span the breadth of Porsche's history and celebrate the marque's 70th anniversary year. These include insights into the Le Mans-winning 919 Hybrid LMP1 race car and also hints towards Porsche's literally electrifying future in the form of the Taycan, Porsche's first all-electric model due out in 2019.

A centrepiece of the display is a large, one-third scale model of the 2015 Mission E concept car, representing a sneak preview of the forthcoming Porsche Taycan battery electric sports car. An augmented reality application enables visitors to bring it fully to life,

offering a virtual experience today of the Porsche technology of tomorrow. As part of a collaboration with Google, Porsche has developed the AR app which allows the user to digitally discover the technical secrets of Porsche's first electric car.

Porsche says the pop-up involves no overt sales process in place. Instead, each Porsche Life pop-up is designed around the concept of an innovative, urban meeting point, and to share a coffee and the Porsche spirit with fellow enthusiasts. Of course, that doesn't quite mean that money definitely won't change hands. Those wishing to leave with their own piece of 'Porsche Life' on the day will be able to purchase items drawn from the Porsche Driver's Selection, including everything from keyrings to a Porsche faithfully replicated in scale model form.

Porsche's latest 'pop-up' shop/experience in Oxford allows potential customers to hire a Porsche for the weekend





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## MATT FARAH'S 'SAFARI' 911

### Air-cooled 911 becomes urban assault vehicle

The Porsche 911 is perhaps the most successful and popular sports car of all time. It's worth repeating that last bit. The 911 is a sports car. Thus it obviously follows what you want to do is jack it up, put it on all terrain tyres and drive it around downtown LA. At least, it follows for YouTube personality Matt Farah, he of The Smoking Tire fame. Farah sourced a 1987 Carrera 3.2 in rather rare Cassis Red for the project, which he prefers for its G50 gearbox.

Farah's car isn't actually unique. It's known as a Keen Project Safari after its maker, pro racer and Porsche fettler Leh Keen. Farah's car is the 14th such Safari 911 Keen has built. Along with the fat BFGoodrich KO 2 tyres and the rally light pods, Keen applies a full four-inch lift via Elephant Racing components. That's a remarkable achievement given the car retains its torsion beam rear suspension setup as opposed to adopting a full coilover solution. A set of satin

finish Braid Fuchs RSR-style wheels finish things off.

Other details include seam welding, rally-style mirrors, vintage-style roll bar, RSR door cards with fabric inserts apparently rescued from an old bus, GTS Classics bucket seats and a Clarion stereo system. The car also got a full engine rebuild at BBI Autosport, a Wevo shifter for better, tighter shift feel and retains air conditioning for usability.

Farah describes the car as his 'urban assault vehicle' and his new daily driver. The car replaces a Ford Raptor pick up truck, that Farah says was just the ticket for riding LA's bumps and potholes. Over to Farah for the last word.

"With this build, 90 per cent of what I love about the Porsche 911 is present. The size, the greenhouse, the driving position, the sound and feel of the engine. All of these things are unchanged. What has changed is the ride quality. It now just glides over bumps," he says.

Matt Farah is from somewhere called YouTube on something called the internet and he's built this here 'Safari' inspired 911. Apparently this is the sort of thing you need to tackle LA's roads these days

## LEGO'S 911 GT3 RS TECHNIK GOES END-OF-LINE

### Self-build scale model set for replacement

Lego is bringing production of its smash-hit 911 GT3 RS Technik model kit to a close. To celebrate, Lego teamed up with Porsche to capture one of the last kits 'rolling off' Porsche's Zuffenhausen production line.

The 1:8 scale Lego Technik Porsche with its iconic orange bodywork made up of no fewer than 2704 pieces was first released in 2016 and will be replaced by a new model in 2019. The accessible cockpit features a detailed dashboard, working gearbox, steering wheel with gearshift paddles, racing seats and a glove compartment containing a unique serial number. Functions include opening doors and hood with storage compartment and suitcase, and an opening rear lid that houses a detailed flat six engine with moving pistons. The last few kits

will be available up until the end of 2018 £259.99.

The kit was pictured with Porsche workers and in-production vehicles at the company's Zuffenhausen production line before appearing with a real life Porsche 911 GT3 RS as it exited the site via the famous streets that all Porsche cars travel down as they leave the company's HQ.



## TECHART'S 770BHP HYBRID

### Tasty tweaks for Porsche's hybrid Panamera

You might think the spiralling complexity of modern Porsches puts them out of reach of tuning shops. That would presumably apply doubly to Porsche's incredibly complicated hybrid models. Goodness knows how many ECUs Porsche stuffs into the Panamera Turbo S E-Hybrid.

The answer? Clearly not so many as to defeat TechArt. We give you the TechArt power kit for Porsche E-Hybrid models. Applied to the Panamera Turbo S E-Hybrid, it increases the standard combined power from 680bhp to a monster 770bhp. As a consequence, the zero to 62mph sprint tumbles to just 3.2 seconds. The top speed is 196mph.

Thanks to what TechArt describes as an intensive development and testing process, the power increase is said to retain optimal interaction between the electric drive and the V8 engine. Of course, this wouldn't be a TechArt without a fruity exhaust finished off with four titanium end tubes and carbon-fibre jackets. The kit also comes with a full warranty for peace of mind.

What's more, if you want some talk to match the walk, why not add the TechArt GrandGT styling package. Highlights include a carbon-fibre hood, powerful extended wheel arches, contoured side skirts and significantly wider track. At the rear, a new apron sports

repositioned rear reflectors and side air outlets. But it's the visually levitating diffuser that's the real party piece.

The final flourish involves the new 22-inch multi-spoke Formula V wheels. Subtle it ain't. But if you absolutely, positively have to flatten everyone else on the autobahn, there can surely be no finer choice. Pricing varies depending on precise configuration, but you can find out more from [techart.de/power](http://techart.de/power).

Porsche's hybrid system holds no fear or secrets for TechArt's engineers. They've managed to squeeze 770bhp from the Panamera Turbo S





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PRODUCT BRIEFING

# ESSENTIALS

The tempting trinkets that enhance Porsche ownership

**FINE FILTERS**

Attention owners of both gen 1 and gen 2 997 GT cars. ITG has a new range of air filters for your iconic end-of-an-era analogue ubercars. The expanded range of ProFilters now includes the 3.6-litre gen 1 GT2 and GT3 RS, plus the Turbo models. For gen 2 3.8 cars, it's GT3, GT3 RS and, again, the Turbo models including the Turbo S. ITG reckons the new filters not only offer factory levels of fit and finish, but also improved dynamics. ITG's so-called TriFoam material is said to maximise air-flow without a corresponding drop-off in pressure, while enhanced cleaning efficiency and a high tolerance of dust build up help protect engines and maintain flow over time. The filters are priced at £124 plus VAT. Find out more from [itgairfilters.com](http://itgairfilters.com).



**BILSTEIN IS BACK**

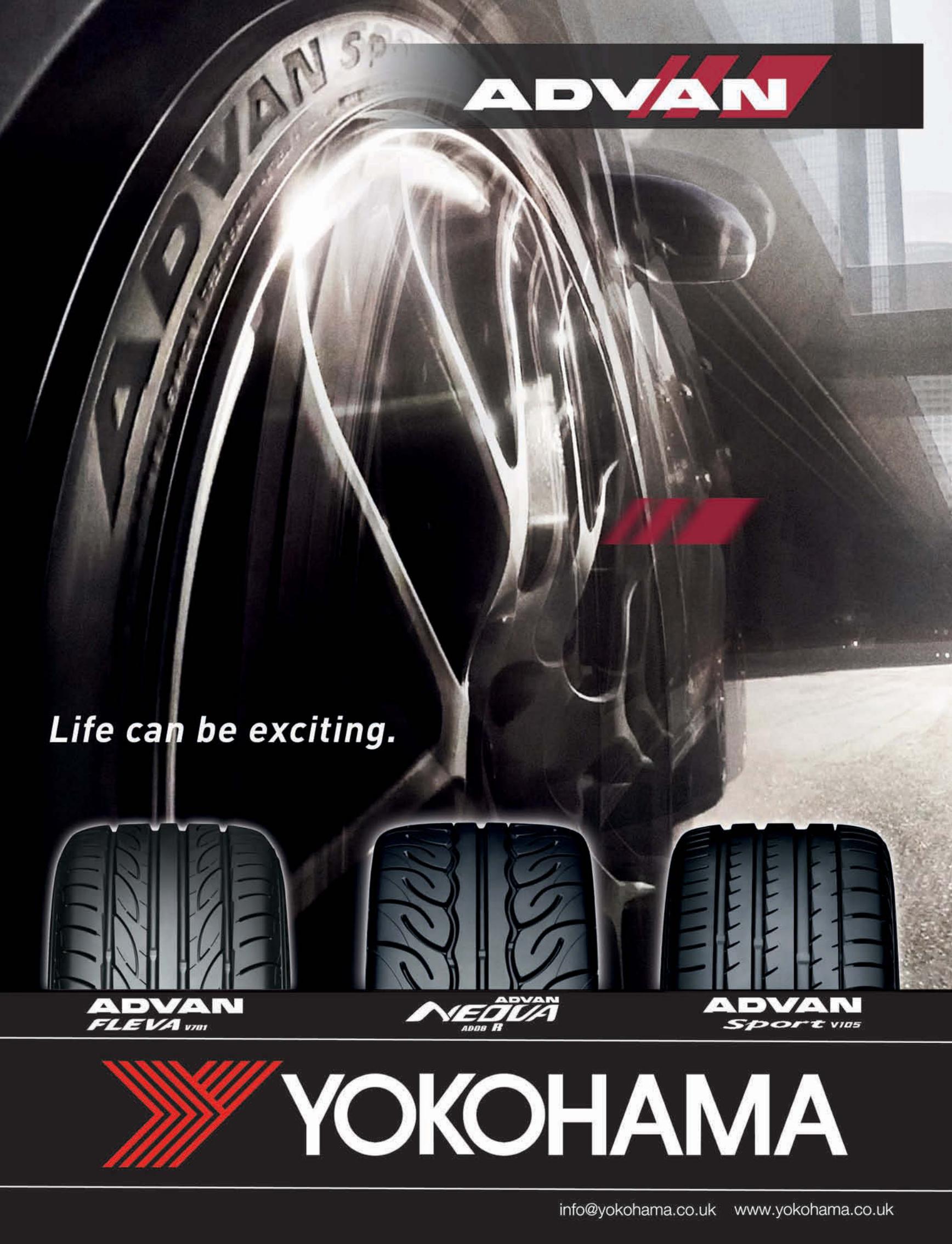
OK, it was never really away, rather its go-to B16 suspension package for second generation Type-997 911 models is now available at a revised price of £2185. The B16 is Bilstein's signature off-the-shelf adjustable solution, with scope for tuning both ride height and damping. The latter is easily accessible at the bottom of the damper, enabling access while fitted to the car and enabling a wide range of tuning from road-biased comfort to circuit-slicing precision. This particular kit offers nine levels of combined bump and rebound damping adjustment, hence the the full moniker of B16 PSS9. As with all B16 kits, it's based on Bilstein's Nürburgring-proven inverted monotube technology. The bodies are Triple-C Zinc coated for durability. Head to [bilstein.com/uk/en](http://bilstein.com/uk/en) for more info.



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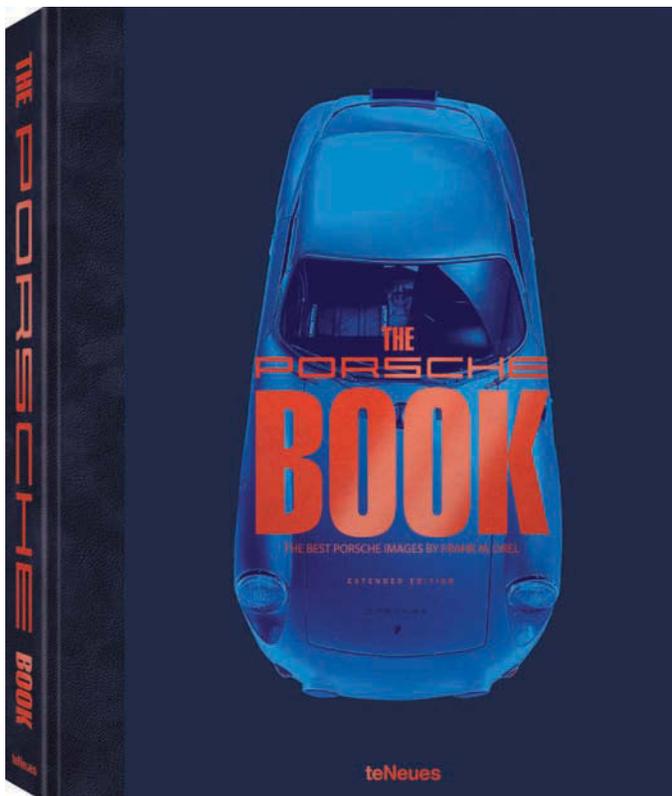
### BBS'S NEW BAD BOYS

For many, lap times are the ultimate measure of any performance car and that in turn applies to its parts. Enter BBS's new FI-R 'Nürburgring Edition' wheels. Bolted to a 991.2 GT3 RS tuned by A-Workx, BBS's latest forged wheels contributed to a sensational one minute 45 second lap time in the hands of Blancpain GT series driver Nico Bastian at the Hockenheimring. That's quicker than some full-spec GT4 racers running slicks, despite the fact the car was shod with street legal Cup tyres. BBS reckons the FI-R's low weight and high quality were critical for setting the low time. Alongside the FI-R, BBS has also rebooted the classic LM wheel in two new colours, Gold and Diamond black. Pricing varies according to size and finish. Point your browser at [bbs.com](http://bbs.com) for more.



### PRETTY PORSCHEs

Facts and figures are all very well. But sometimes you want pretty pictures. Well, here are 368 hard-bound pages of them in ultra-high quality print. We give you *The Porsche Book: The Best Porsche Images*, by Frank M. Orel (ISBN-10: 9783961711673, published by Te Neues Publishing Company). Orel is a Stuttgart-based photographer and this latest edition of his life's work, first published in 2010, includes images not just from Stuttgart but across the globe. The book's dynamic layout and design are said to capture every element of Porsche's peerless back catalogue. At £96 from [www.amazon.com](http://www.amazon.com), it ain't exactly cheap. But then quality usually costs. Why not bag a copy and treat yourself to a pretty Porsche picture every single day in 2019.



### R YOU READY?

What is the most desirable air-cooled 911 ever? The answer could fill every page this issue and still fail to be definitive. But most would agree the 1967 911R is worthy of at least a prominent mention. The same goes for its water-cooled modern descendant, the Type-991 911 R. Fittingly, then, our chums at the Polish emporium of all things Porsche that is Car Bone have fused ancient and modern in the form of these 991-style R stripes for air-cooled cars. Available in 16 suggested hues and also any custom colour you fancy, the stripes can be had for coupe, cabrio and Targa body styles and for both long hood and short hood cars. Prices start at just \$64 or a nice round £50 in old money plus taxes and shipping. Spec yours up at [car-bone.pl](http://car-bone.pl).





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## '90S BAD BOY

This month we're going long on the '90s, starting with this choice neun elfer. Yes, it's the widebody wonder that is the 1994 964 RS 3.8. With just 300hp from its naturally aspirated 3.8-litre lump, it's far from the fastest 911 ever made. But with just 55 examples manufactured, it's certainly one of the rarest. It's also one of the most desirable, with auction results well into seven figures, not to mention those iconic '90s looks as immortalised by the Will Smith vehicle that was *Bad Boys*, even if that actually featured a 964 Turbo, not an RS 3.8. But we digress. The point is, with prices like that the odds are that a precision-moulded 1:18-scale resin model like this beauty from GT Spirit is the closest any of us are going to get to owning one. Grab yours for £90 from [selectionrs.com](http://selectionrs.com).



## ALTERNATE REALITY

Imagine for a moment a parallel universe in which the 928 did indeed replace the 911, as Porsche originally intended. You certainly wouldn't be reading a magazine called *911 & Porsche World*. But would you be reading its *928 & Porsche World* alter ego? Now there's a question. Whatever the answer, behold what is arguably the ultimate iteration of Porsche's alternate reality, the 928 GTS. With its wider track, fat wheel arches and 350 metric horsepower of V8 muscle, it's surely the manliest of the transaxle cars and probably still under appreciated compared to the usual aircooled suspects despite recent price rises. This 1:18-scale resin masterpiece is one of GT Spirit's latest and limited to 999 pieces. It's available now from [selectionrs.com](http://selectionrs.com) for just £90.



## 911 KILLER

Rounding out our trio of '90s icons is surely the ultimate incarnation of Porsche's series of four-pot transaxle heroes, the 968 Turbo S. Identifiable courtesy of its mini NACA-style bonnet inlets, the Turbo S ditched the 968's twin-cam 16-valve head for a development of the 944 Turbo's eight-valve effort. Despite that, the result was 305hp and around 220hp per tonne, the latter courtesy of a lightweight spec derived from the 968 Clubsport. Consequently, this was a model based on Porsche's entry-level offering that positively obliterated the base 911 of the time, something that Porsche has rarely allowed to happen. As you ponder that and how it might apply to the upcoming 718 GT4, get a load of this 1:18-scale resin evocation from GT Spirit, yours for £90 from [selectionrs.com](http://selectionrs.com).



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**911 997 "2S" 3.8 (57 - 2007)**  
Basalt black with black leather  
62,000 miles **£32,000**



**911 997 "4S" 3.8 tip (07 - 2007)**  
Basalt black with black leather  
57,000 miles **£33,000**



**911 997 "2S" 3.8 (07 - 2007)**  
Basalt black with stone grey leather  
53,000 miles **£32,000**



**911 997 "2S" 3.8 tip (57 - 2007)**  
Meteor grey with black leather  
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Meteor grey with grey leather  
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**911 997 "2S" 3.8 (07 - 2007)**  
Basalt black with black leather  
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Meteor grey with black leather  
63,000 miles **£32,000**



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Silver with black leather  
59,000 miles **£32,000**



**911 997 "2S" 3.8 tip (57 - 2007)**  
Silver with black leather  
53,000 miles **£32,000**



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Lapis blue with grey leather  
68,000 miles **£32,000**



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Basalt black with black leather  
65,000 miles **£32,000**



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Silver with ocean blue leather  
51,000 miles **£31,000**



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Basalt black with black leather  
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## YOU WRITE, WE READ

# LETTERS

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

### POWER LOSS CONUNDRUM

Your tech guru, Chris Horton, highlighted the problem of a 996 with Tiptronic transmission (*911&PW* Jan 2019 issue), not recognising that the brake was being applied. Well I've had the opposite problem on two modern era Porsches as well.

My 2000 year 986 Boxster race car wouldn't rev beyond 1900rpm. Asking around the paddock revealed a suggestion, that the brake pedal switch was sticking on. I replaced the switch and all was fine.

More recently a similar problem, with my 2005 997, which would keep on randomly losing power. Except we deduced it wasn't random. It was, in fact, after heavy braking, with the plunger switch taking time

to fully release, at which point normal service was resumed.

In both cases there weren't any error codes, as neither car recognised any problem, other than believing the driver was being an idiot by pressing both the brake and throttle for an extended period of time, ie longer than heel and toeing.

As Chris points out, it's a cheap part to replace, but that's also the problem with it. As we've found out, it wears out rather quicker than the rest of the car! If any reader recognises a similar problem, it's certainly worth a go at replacing it.

**Phil Churchill, via email**

### FEELING THE PAIN

Usually I buy car mags like *911&PW* for inspiration and to look at the glossy pics of equally glossy cars. I don't expect to recoil in horror or to be put off my supper, but pictures of Steve Bennett's rather rusty 996 (*911&PW*, Jan 2019 issue), were rather sobering and a clear example as to the perils of a poor repair.

If I were in Steve's position, I'm not sure that I would have been quite so candid, so hats off for revealing all in such a public way. I don't suppose it's going to do much for the resale value of his car, but it sure makes for interesting, if painful reading. Good luck with the repair.

**John Lawrence, via email**

**Steve Bennett replies:** *Thanks, John. I think. Being totally honest, I did indeed consider not 'going public' but then the journo in me can't resist a good story, even if it's largely at my own expense.*



### THE MODERN WORLD

It's always nice when one's choice is validated. The modern era 911 test in last issue (*911&PW*, Jan 2019) summed up my feelings and experiences of the water-cooled generation of 911s, which is really the only generation I've ever known.

I started with a 996 Carrera 4 as my own business supplied car in the early 2000s and ran it for a couple of years, and loved it. A Boxster followed, which was a bit of a mistake over the 996. It just wasn't as useable or, somehow, special, although I did enjoy getting the roof down in the summer.

Heading towards retirement and my last business run Porsche was a 997 C4S. It didn't quite have the tactile qualities of the 996, but it was a leap forward in terms of build and a great companion for a couple of years, when I never tired of driving it in any conditions.

So, with the business sold and no chance of offsetting my Porsche costs and mileage, I've been out of the Porsche game, until eight months or so ago when I realised that life was too short and I needed another Porsche in my life, but not a classic, because I enjoy my comforts too much and I'm not a masochist. So the choice was 996, 997 or 991.

I was tempted by a 996 from a value point of view, but finding a good one is just so difficult, and I don't need a project. That said, I loved the whole look and ethos of Henry Powell's incredibly early car and I admire his desire to keep it just so. On the assumption that newest must be best, I inevitably tried a 991, even though I couldn't really afford one, but knowing that if it proved to be utterly beguiling then I would probably find a way. It wasn't even a close run thing. Too big, too sanitised, too much the GT car, a 911, but in name only.

So, of course, that left the 997 and you're so right, it is the "sweet spot" of the modern 911 age and with a better selection/range of cars to choose from. Having already

had a C4S, I went purist and basic, with a manual Carrera 2. I would love to have held out for red or even yellow, but I wanted it before I got too old to drive, so grey it is. Matches the colour of my hair I suppose.

Just the right size, just the right amount of power and just the right amount of technology. Perfect.

**Barry Parker, via email**

Is the 997 series of 911 the sweet spot of the modern 911 era? Barry Parker agrees with us on that one



As the 992 lands where's the 911 story heading? We check the plotline in the modern, water-cooled era, as expressed by base Carrera versions of the 996, 997 and 991.

Words: Dan Trevell Photograph: Anthony Fraser

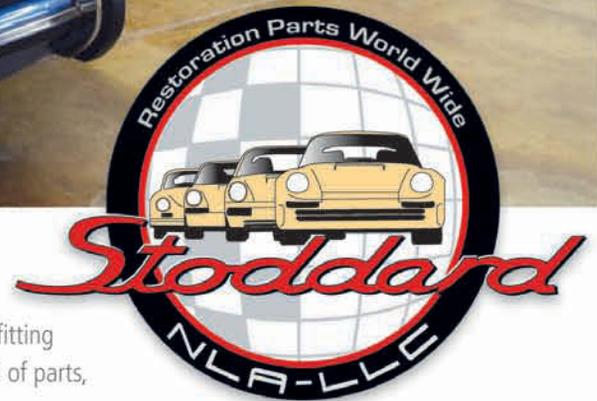


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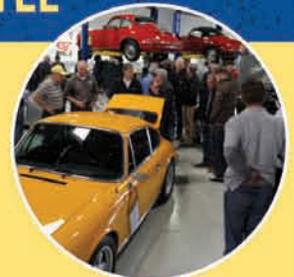


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# THE USUAL SUSPECTS



PAUL DAVIES  
911&PW's roving reporter

Our roving reporter makes a pilgrimage to the Classic Motor Show to view what was a mouth-watering Porsche-fest, has a grumble about the way the world is going electric car mad, and remembers one of motor sport's real characters

## GOING CLUBBING

Hauled the Carrera 3.2 out of the garage and pointed the nose towards Birmingham, the National Exhibition Centre and the (to pay respects to the sponsor) Lancaster Insurance Classic Motor Show. Many Porsches were promised.

Battling along the almost empty M45 that connects the always overcrowded M1 with Coventry the motor was singing away and any possible thoughts I might have entertained about selling seemed to drift away. It doesn't get used as much as it should nowadays and I sometimes wonder if it should find a more regular-user home, but there really is nothing like an air-cooled flat six on (nearly) full song to bring you back to reality.

The NEC autumn show is always big on motor clubs. Nearly 300 were exhibiting, from AC to Yugo/Zastava alongside the more usual collection of restorers, tuning specialists, tech companies and autojumblers. Porsches, as promised, were much in evidence with Porsche GB itself leading the way with a racing Boxster grid, plus promoting the 'Porsche Classic' brand, 20 recent model restorations all finished in Liquid Metal silver and the 'Project 70' swb 911 race car prepared by four Classic dealers and driven through the year by top names such as Derek Bell and Richard Attwood.

Modest by comparison was the TIPEC (The Independent Porsche Enthusiasts Club) stand where, assumedly in a nod towards Porsche Classic, all the cars were also silver. TIPEC is the smaller of the two Porsche clubs but very friendly and always puts on a good display.

Elsewhere the marque seemed to be the number one choice for many exhibitors wishing to decorate their stand with tasty candy. Of particular note, the show sponsors (see above) bagged a 2.7 RSR to illustrate just what was possible insurance-wise whilst Kingstown Shipping showed a lovely 356 Cabriolet presumably straight out of a container from the left hand drive world. I couldn't work out which I'd prefer to take home!

On a diverse note, the subject of big capacity engines, and the

advantages of increased torque, in the December issue of our favourite Porsche magazine had me nodding agreeingly as I passed the Railton Owners' Club stand. The 1930s brainchild of Noel Macklin (who previously built the Invicta at his Fairmile Works near Brooklands), the Railton married a long-stroke, straight-eight, Hudson engine of 4.2-litres to a lightweight British coachbuilt body. It had a three-speed gearbox, but the torque was such you could start off in top and never thereafter change gear.

'Ain't no substitute for cubic inches' is an old US saying, and Porsche – like Noel Macklin did – has always followed this adage; see how the 911 engine has doubled in size in the quest for performance. However, my old employer, the late Bill Blydenstein, believed (and demonstrated) that increasing capacity by lengthening the stroke rather than increasing cylinder bore was the most effective means to improve torque. His 'stroked' 2.6-litre take on the 1979cc Opel Manta engine of the early eighties was a joy to drive.

That's enough on torque, back to the Classic Motor Show – well worth putting November 8–10 in the diary for next year, and no doubt you'll see lots of Porsches!



Boxster race grid was comprised of cars prepared by dealers

Lovely 356 cabriolet decorated stand of specialist importers Kingstown

My favourite of the Porsche Classic show!



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



DAN TRENT



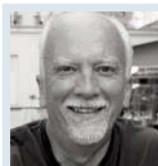
STEVE BENNETT



BRETT FRASER



JOHNNY TIPLER



KEITH SEUME



JEREMY LAIRD



CHRIS HORTON

## ALL SHOCKED UP (WITH APOLOGIES TO ELVIS)

Can I have a bit of a gripe? Of course I can; at my age I've given up worrying when someone calls me a grumpy old man. Electric cars have been causing me to grumble of late. Not electric cars *per se* you understand, but the way that means of propulsion is being applied.

Yes, a purely battery car will mean zero emissions on the street, but what about the energy used to generate the electricity to charge the batteries? And the need for exotic minerals for the battery, and disposing of old batteries, and all those charging points we'll need, not to mention the piddling short range of most vehicles on offer at the moment and the increase in purchase price?

To my mind, the way things are at the moment we're a long way off electric utopia and heading down a blind alley to obsolescence – to be rescued ultimately by the fuel cell I think. Until that day there's a lot of development still to come from the internal combustion engine, mark my words.

But that's not what I'm on about here. I can (just) see the point in Porsche producing a totally new all-electric car – the Taycan as the Mission E has now been named – because...well, because they need to keep pace with everybody else. What I don't want is an all-electric 911, or

Cayman, or Boxster. These are true Porsches, in the true spirit of the marque that can be traced right back to 1948. Rear (or mid) combustion-engine cars offering excitement and quality of driving that few other makes can provide that should not be tampered with.

What's got me worried? Here's a couple of examples: the all-electric E-type 'Zero' now offered by Jaguar's Heritage division at £300k-plus, and the battery MGB sold by Midlands company RBW and previewed at the Classic Motor Show which retails at a lower but equally eye-watering (for an MGB) £110k.

How can anybody want to throw out that glorious twin-cam, in-line six, designed by engineer Walter Hassan whilst on bomb watch duty on the roof of Jaguar's Coventry factory during World War Two? Or, humble though it may be, the burbling BMC 'B' series unit

modestly powering the most successful, in production terms, British sports car ever? Imagine a 911 without the unforgettable clatter of a flat six!

Both the Jaguar and MG are clever and doubtless fine pieces of engineering – RBW has elicited the assistance of technology leaders Zytec and Hyperdrive – but I can't help wishing they'd left the originals as they were. Likewise, Porsche, make the new Taycan if you must but please, please leave the 911 as Ferry intended.



It's a classic car, but not as we know it. Digital dash and a lack of gearlever gives the game away in this electrically powered MGB. A snip at £110,000

## 'WHIZZO' 1938–2018

The press office at the Classic Motor Show (expertly run as always by Andrea Seed and her Poppypeed Media crew) was somewhat quieter than usual. For the first time for as long as I can remember Barrie Williams was not there, the incomparable 'Whizzo' having passed away a few weeks before at the age of 79. He wasn't a writer, but his witty tales and supreme car knowledge were always welcome amongst the journo's.

Everybody loved Whizzo, not just for his uncontrollable laugh but also for his mastery of anything on four wheels, including Porsche. Somebody has said that he 'usually managed to find a Porsche drive whenever there was a GT race in the UK' but most notably he won the top class in the Porsche Club Championship with a 911 in both 1989 and 1990, took podiums in a brace of 1000kms races and in 1998 – with Max Beaverbrook and Geoff Lister – took the BVB Racing 911 GT2 to overall victory in the Paul Ricard 4 Hours round of the GTR Euroseries.

After racing for his father's FastaKart team he graduated to driving a tuned Austin A40 (the 1950s one!) in sprints and hillclimbs before making his track debut in a Morris Minor 1000. His successes in the Morris got him a 'works' drive with Gloucestershire wine grower Alan McKechnie, in Formula 3

Cooper, V8-powered Anglia and a Lotus Cortina. Happy in all disciplines, he won the 1963 Welsh Rally in his own 1071cc Mini Cooper S – the first international victory for the model.

The '70s and '80s were busiest for Whizzo. Interviewed for the long defunct *Retro Cars* magazine he told me: 'One year I was driving in the British Touring Car Championship with Mazda, in the Production Car Championship in a Vauxhall, and racing my own car in the Escort Mexico Championship. I also went rallying, I was a busy boy'.

Barrie's efforts in the rotary-engine Mazda RX3 in the '75 British Grand Prix support race earned him a trip to race in Barbados: 'The event was organised by the Barbados Rally Club. Alec Poole, Derek McMahon and I drove a Mini Moke into the open-air bar, someone pulled the handbrake on, and we all fell out onto the dance floor'. I can vouch for that Whizzo story; I was amongst the crowd in the bar.

Whizzo raced or rallied almost anything he could get his hands on. In recent years his record and his personality made him favourite to pilot what are best described as 'significant' cars at top-level revival meetings such as Goodwood. 'Significant' owners were happy that he could win, and bring their

car back without a scratch on it. ERA, Connaught, Tojeiro Jaguar, BRM, AC Cobra, his trademark orange helmet found a place in all the greats.

I'll miss my press room chats with Whizzo.



Barry 'Whizzo' Williams a hugely talented club racing force of nature, whose skill behind the wheel was matched by his ability to entertain away from the driver's seat

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### 1964 Porsche 356C Cabriolet Stock 10313

This very collectible 1964 Porsche 356C Cabriolet shown here is available in its original color code#6402 ruby red with a black interior. It comes equipped with a manual transmission, dual carburetors, soft top, chrome wheels and includes the Certificate of Authenticity. A very clean and presentable example which had the same owner for many years and is mechanically sound.

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### 1968 Porsche 912 Stock 10333

This very sharp 1968 Porsche 912 is available in black with a black interior. It comes equipped with a 5-speed manual transmission, dual carburetors, Fuchs wheels and includes the spare tire. Over \$18,000 has been spent on the car within the last year and comes with the receipts. An excellent original California car which is a very clean and presentable weekend driver and is mechanically sound.

**For \$36,500**



### 1972 Porsche 911S Targa Stock 09877

This stunning 1972 Porsche 911S Targa shown here with matching numbers and the Certificate of Authenticity included, is available in a beautiful color combination of black with a tan interior. It comes equipped with a manual transmission, air conditioning, OEM radio and Fuchs wheels. It was originally owned by the Aoki family owners of Benihana and is an extremely collectible and mechanically sound vehicle which is an excellent addition to any classic car collection.

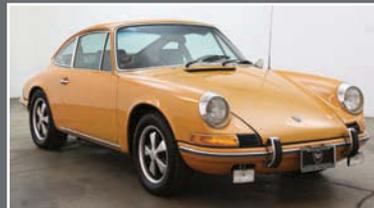
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### 1973 Porsche 911E Targa Stock 10144

This very desirable 1973 Porsche 911E Targa with matching numbers is featured here in its original and very desirable color code#018 tangerine with a black interior. It comes equipped with a manual transmission, rally lights, air conditioning, MOMO steering wheel, Fuchs wheels and includes the original owner's manual and spare tire. This very sharp 911E Targa is an excellent weekend driver and is mechanically sound.

**For \$46,500**



### 1969 Porsche 911T Stock 10239

This artful and mostly original paint 1969 Porsche 911T Coupe with matching numbers is available in its original color code#6805 Bahama yellow with a black interior. It comes equipped with a 5-speed manual transmission, Weber carburetors, Fuchs wheels and includes the spare tire, tool kit, jack and service documentation as well as the maintenance booklet. An extremely collectible vehicle which is mechanically sound.

**For \$59,500**



### 1978 Porsche 911SC Targa Stock 10288

The 1978 Porsche 911SC Targa with matching numbers is available in red with a black interior. It comes equipped with a 5-speed manual transmission, air conditioning, power windows, Fuchs wheels and includes the spare tire and jack. An excellent original car which has a lot of potential and is mechanically sound.

**For \$24,750**



### 1986 Carrera Targa M491 Widebody Stock 10324

This excellent original 1986 Porsche Carrera Targa M491 Widebody with matching numbers, and the Certificate of Authenticity included, is available in its original color code#700 black with tan interior. It comes with a clean CarFax and is a very sought after color combination. It is equipped with a 5-speed manual transmission, power windows, air conditioning, alloy wheels and includes the original owner's manual and maintenance booklet which also includes the vehicle identification label. It is a limited production and was with the same owner for 30 years. An excellent original blue plate California car which is mechanically sound.

**For \$49,500**



### 1989 Porsche Carrera Stock 10342

This very presentable 1989 Porsche Carrera with matching numbers is available in its original gorgeous color code#L22E forest green metallic with a tan interior. It comes with a salvage title and is equipped with a 5-speed manual transmission, air conditioning, power windows, power seats, BBS wheels, power sunroof and includes the jack and toolkit. An extremely clean and presentable Carrera which is mechanically sound.

**For \$39,500**



### 1988 Porsche Carrera Stock 09807

The 1988 Porsche Carrera shown here is available in its original color code#80K Guards Red with a black interior. It comes with a manual transmission, air conditioning, power windows, Fuchs wheels, sunroof, jack and spare tire. A very clean and presentable classic which has had the same owner for many years and is mechanically sound.

**For \$37,500**



### 1985 Porsche 930 Stock 09881

This one-owner 1985 Porsche 930 with matching numbers and a very low 38,987 miles on the odometer is available in its original color code#700 black with a black interior. It comes with a clean CarFax and has mostly original paint. It is equipped with a 4-speed manual transmission, power windows, TRV seat belts, Fuchs wheels, sunroof and includes the spare tire and jack. An extremely clean and presentable vehicle which is mechanically sound.

**For \$89,500**



### 1997 Porsche 993 4S Stock 09834

This very sharp 1997 Porsche 993 4S is available in its original color code#92U Arctic Silver Metallic with a blue interior. It comes with a clean CarFax and is equipped with a 6-speed manual transmission, air conditioning, power windows, power steering, power seats, OEM Porsche stereo sunroof, Porsche twist wheels, drilled rotors and includes the spare tire, jack and air compressor. A very clean and presentable example and one of the last of the air-cooled 911's which is mechanically sound.

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# IT'S TARGA TIME

Having promised himself a proper, air-cooled Porsche for many years, finally it was time for Stuart Allison to take the plunge and purchase his dream car in preparation for an Italian adventure he had planned for 2019...

**Words & Photographs: Paul Knight**

**H**aving grown up around hot-rod racing and a long line of classic and sports cars owned by his late father, Tony (a renowned hot rod/short oval track race driver in the early '70s), it's little surprise to learn that Stuart Allison has always had a soft spot for a good car. He explained, 'As a child my brother, Jeff and I would spend our weekends watching Dad race his Mini at Ipswich or Wimbledon, while our uncle Dave (Able) would be working away in the pits, and I can recall riding in the back of Dad's Aston Martin DB6 around the streets of Leytonstone, which is certainly where my passion for all things automotive was born.'

Growing up, Stuart was also a fan of the iconic 911 cars of the '70s and, whilst he'd never actually ridden in one, there was something about the rear-engined layout and striking design that just caught his attention, as he's been a fan of the marque ever since.

Stuart told us, 'At 17 I couldn't afford anything too sporty, hence I started out with a Mk2 Escort, which I owned when I first met my wife, Tracey.' As ever, life, work and kids came along and the sports car dream took a bit of a sideline as more sensible family cars were a necessary part of daily life. 'Eventually we get to that point in our lives when the children are that much

spending more time with friends than with her parents, Stuart started to consider the possibility of a weekend car, which didn't necessarily need to fit a family of four (plus all of the associated clutter of family life) and could be more 'fun' than 'function', at long last. He told us, 'Chatting with Tracey, we decided it might be the right time to book a holiday in Italy with some friends to

“ Growing up, Stuart was also a fan of the iconic 911 cars of the 70s ”

older and we can start to think about what to do with that long-forgotten luxury that is free time and enjoying a bit of self-indulgent me-time once again!', joked Stuart. With his eldest daughter, Holly, away at university and younger sister, Becky,

celebrate my 50th, which would allow me to fulfil another dream, i.e. to drive down to Lake Garda via the Stelvio Pass etc.' This left just one small problem – the lack of a suitably sporting vehicle to make the most of that fantastic road trip!

993 Targa ticks all the boxes, mixing the 911's coupe shape with a sliding glass roof. Plus, of course, it's the last of the air-cooled 911s



Motivated to find the right car for the job, Stuart hit the internet and buffed up on the numerous buyers' guides and features he'd read about in previous issues of *911 & Porsche World*. He said, 'I should mention that I didn't want a late car as I had really set my heart on a classic, air-cooled 911, hence I started out by looking for a pre-'74 car.' He continued, 'however, I soon realised that an early car might not provide the flexibility and usability that I required as I wanted a car that I could literally just jump into and drive to Italy without worrying about what the weather forecast looked like that week or whether I'd make it without a full toolbox and a box of spare parts.' In short, it had to be reliable and fun yet not the sort of car that was too pretty or precious to clock up miles throughout the year or leave in a hotel car park without losing sleep.

The next stop was the possibility of a backdated car or a recreation of some kind, however, the kind of cars that ticked the right boxes were at the top end of Stuart's budget (and the really nice ones were priced beyond the realms of being justified as a 'weekend fun car'), hence it was time to rethink the master plan. For a short while Stuart considered a later (996/997) Turbo or a well-spec'd 4S and, whilst they would certainly have been awesome cars to drive, he just couldn't talk himself into a water-cooled car. After all, when you've set your heart on a classic, there's a pretty good

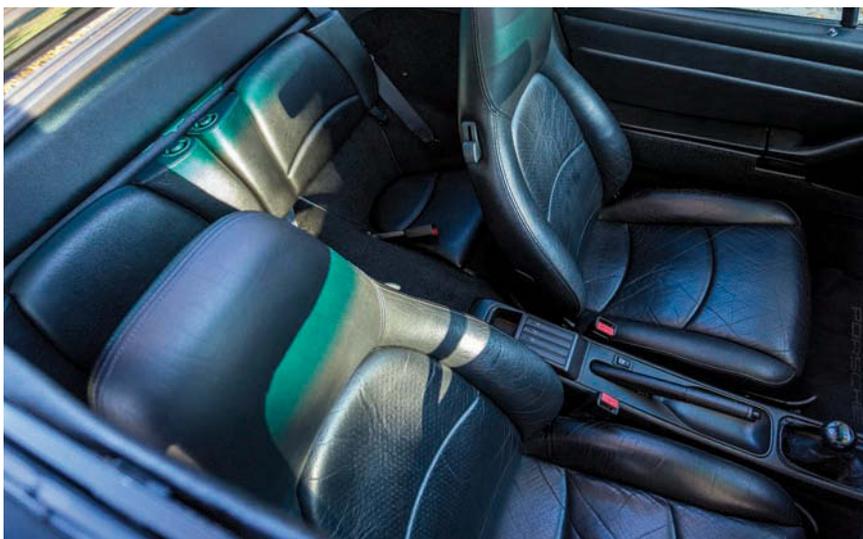
“ From here the search moved to 964s and then I eventually found myself checking out a few 993 models, too ”

chance that you'll end up regretting the purchase of anything else.

Stuart told us, 'from here the search moved to 964s and I eventually found myself checking out a few 993 models, too.' He continued, 'and that's when I spotted this '97 3.6-litre 993 Targa, which looked to be in pretty nice shape'. Up until that point Stuart hadn't considered anything other than a coupé, however, this 993 Targa had caught his eye as it was something a little different, so he called the dealer (Wallis & Son in Barton, Cambridgeshire) and arranged a test drive and viewing.

Replacing the 964 model, the 993 was the last of the air-cooled 911s and was produced from 1994 through to 1998, when the 996 model was launched (the first water-cooled 911). The Targa model was introduced in '96 and featured the so-called "greenhouse" roof system (essentially a retractable glass roof that slides beneath the rear window) and, whilst this glass Targa roof format was continued on the

The view from above: With glass roof retracted, near open top motoring is achieved. Below middle: Stuart's car boasts the desirable Varioram engine of later 993s



Stuart Allison: The kids have left home, you're nearly 50. What to do? Buy a Porsche, of course



996/997 models, less than 5000 993 Targas were built in total. The glass-roof Targa was actually based on the Carrera cabriolet body, albeit with the new Targa roof assembly replacing the folding/fabric arrangement. This allowed the 993 Targa to retain the same side-on profile as the

As clever as the new Targa roof system may be, there can be a few key issues to look out for, namely leaking roof seals and corrosion around the windscreen pillars etc. Fortunately this car had recently had the roof overhauled and Stuart was able to look through the extensive photo records to see

notes, I found that it had been fitted with a remapped ECU.'

The naturally-aspirated, 3.6-litre 'M64' motor fitted to these 993 models is broadly the same unit that can be found in the previous 964 range, however, it is fitted with what is known as the Porsche Varioram system, which is essentially a setup that varies the length of the inlet ducting (longer at low rpm and shorter at high rpm – the end result is a fatter and flatter torque curve). With the addition of the remapped ECU, this motor is now pushing out a touch over 300hp, which is more than enough to make the Stelvio Pass a fun drive!

And so, for now Stuart is getting to know his 993 Targa and finalising his plans to drive to Italy later in the year. He explained, 'I don't have any plans to modify the car as I think it's perfect as it is.' One last thing, Stuart, don't forget to take your camera and snap some shots of your road trip adventure, we'd love to hear all about it! **PW**

Stuart plans an Italian road trip in his 993 Targa in 2019

“ Fortunately this car had recently had the roof overhauled ”

regular Carrera models – i.e. the wide B-pillar/roll bar of the original Targa design had been totally redesigned and the electrically-operated sliding roof had dealt with the inconvenience of having to manually remove and store the earlier Targa model's roof panel.

exactly what had been done. And, happy with the paperwork and the overall condition of the car, a deal was struck and Stuart drove the car back to his home in Rayleigh, Essex. He commented, 'I was really impressed with the way the car drove and, upon closer inspection of the paperwork and

Left: Stuart's dad, Tony Allison, was a renowned short-oval racer in the '70s. Middle: Split rims are a standard fitment on the Targa. Below: Glass roof slides back behind the rear window





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# 70 YEARS OF PORSCHE

1948-2018



Words: Jeremy Laird  
Photography: Porsche AG archive

And so the final countdown. After a brief dip following the global financial crisis, Porsche's progress from 2010 to the present day reads like a tale of unmitigated, Tarmac-trampling triumph. Sales have shot up to over 250,000 units a year, profits now exceed four billion euros annually and Porsche has once again conquered Le Mans. In the background, however, a revolution has been brewing. Now a member of the vast VW Group, Porsche hasn't entirely avoided collateral damage from the so-called Dieseldate scandal, while ever-tightening emissions rules pose an existential threat to what is explicitly a performance-orientated brand. But as we look to the next decade and beyond, the future for Porsche looks quite literally electrifying



## 2010

● The 987 Boxster Spyder goes on sale in February. At 1275kg, the back-to-basics model is the lightest Boxster and indeed the lightest road-legal Porsche since the 2.5-litre 986 original in 1996. Modifications include a new rear deck, a unique front bumper and an ultra-light manual soft top that limits the car's top speed to 125mph when raised. The Spyder also gets bespoke ultra-light 19-inch wheels and an extra 10 horses from its 3.4-litre DFI flat six for a grand total of 320hp.

● At the Geneva motor show in March, Porsche wheels out the stunning 918 Spyder concept. A harbinger of things to come regarding Porsche's plans for electrification, the petrol-electric hybrid

concept is fitted with a combination of the then American Le Mans Series RS Spyder's 3.4-litre V8 and a lithium-powered electrical assist system incorporating three motors. The concept is claimed to be odds on for a Nürburgring lap of seven and a half minutes, a target the eventual production version would duly obliterate.

● The other major Geneva debutant is the second generation Cayenne. Perhaps the most significant model in the range is the new Cayenne S Hybrid, Porsche's very first mass-produced hybrid vehicle. By today's standards, it's a markedly mild hybrid with a supercharged 333hp petrol V6, a 47hp electric motor and a pure-electric range of around three miles at speeds of up to 37mph. Notable also is the

nickel-metal hydride battery chemistry, where lithium-ion is now the norm, and the absence of plug-in charging support.

● In July, Matthias Müller is announced as the new Chief Executive Officer of Porsche AG. His appointment marks not only the end of a turbulent era of management machinations in the lead up to and aftermath of Wendelin Wiedeking's departure as CEO in July 2009, but also the beginning of arguably the most successful period in Porsche's entire history. In 2010, Porsche would sell just under 100,000 cars. Just seven years later in 2017, two and a half times as many Porsches will be delivered to customers.

● Porsche reveals the Boxster Spyder's sister car in November at the LA Auto

Left: Boxster Spyder is a welcome return to back-to-basics Porsche motoring. Above: 918 concept launched at 2010 Geneva show is a glimpse into the future

Below left: Second generation Cayenne features hybrid power from the get go. Matthias Müller replaces Wendelin Wiedeking as CEO



Right: The 997 GT3 signs off with the 500bhp, 4.0-litre RS model. The all new 991 model 911 is launched at the Frankfurt motor show. It's only the third ground-up redesign in the 911s then 48-year history



Show. The 987 Cayman R treads a similarly minimalist path. Power is up marginally to 330hp, weight down to 1295kg thanks to several features including aluminium door skins borrowed from the 911 GT3. Like the Spyder, the Cayman R runs on lightweight 19-inch wheels and passive sport suspension that lowers the car 20mm compared to the standard model and by 10mm versus PASM-equipped 987 Caymans.

## 2011

- Deliveries of the Type-997 911 Carrera GTS begin. Most of what the GTS offers – the engine Powerkit that raises the output of the Carrera S's 3.8-litre flat six to 408hp, the widebody styling, the SportDesign front bumper – was available from the standard 911 Carrera range of the time. But not quite as a package in a single car. Notably, the GTS is the first rear-wheel drive 997 Carrera model available in widebody format. The GTS's 19-inch centre-lock wheels are also a novel item for a member of the Carrera range. The GTS instantly becomes the sweetspot of the 911 range for many and the archetypal greater-than-the-sum-of-its-parts package.

- Porsche kisses goodbye to the fabled 'Mezger' engine in April with the 997 GT3 RS 4.0-litre swansong. The car's naturally aspirated flat-six hits the magical 500hp mark, a significant factor in achieving a claimed seven minute and 27 second lap at the famous Nürburgring-Nordschleife.

- In May, Porsche shows off a pair of 'Boxster E' prototypes at the Michelin

Challenge Bibendum sustainable transport summit at Berlin's Tempelhof airport. The specifications of this pure-electric lithium-phosphate powered Porsche look pretty pedestrian by current standards. Power output is 240hp and the car's top speed is limited to just 124mph, while the modest 29kWh battery pack enables a range of just 107 miles. Never under serious consideration for series production, the Boxster E hints at a shift in strategy taking place at Porsche's Zuffenhausen headquarters.

- The Frankfurt motor show in September is the launch venue for the new Type-991 911. And new the 991 most certainly is, benefiting from just the third redesigned platform in the 911's then near-50-year history. Inevitably, the 991 grows in size. But thanks to extensive use of aluminium in what Porsche describes as a mixed-metal architecture, the new car is actually 40kg lighter than its 997 predecessor, enabling Porsche to actually downsize the base Carrera's engine from 3.6-litres to 3.4-litres. Power, however, is up to 350hp, ensuring even the lowliest 911 is good for 180mph and the sprint to 62mph in just 4.8 seconds. The Carrera S, meanwhile, gets fully 400hp from its 3.8-litre flat six. Despite rumours to the contrary, a manual gearbox option is retained, but it's now based on the PDK automated transmission and offers seven forward gears. A further major change is the 991's huge 100mm wheelbase stretch compared to the 997, representing yet another effort to mitigate the 911's rearward weight bias. For purists and traditionalists, the

biggest change of all is the adoption of electric rather than hydraulic assist for the 991's steering.

## 2012

- With the Geneva show in March comes the all-new 981 Boxster. Built on the same mixed-metal platform as the latest Type-991 911, the 981 shares many of the same features including the controversial electric-assist steering and both lower kerb weight and a longer wheelbase compared to its immediate predecessor. The base Boxster shrinks from 2.9-litres to 2.7-litres but gains direct fuel injection. Power rises 10hp to 265hp. The 3.4-litre S model, meanwhile, is up just five horsepower to 325hp. As before, both manual and PDK options are offered. However, the 981 retains the previous model's crisp-shifting six-speed manual transmission rather than adopting the PDK-derived seven speeder from the 991. The second-generation Porsche Cayenne GTS and Turbo S are also announced, the former with a naturally aspirated 420hp V8, the latter cranking out a bombastic 550hp.

- The automotive saga that is Porsche versus VW finally resolves in July as VW announces its purchase of the remaining half of Porsche for €4.5 billion. Former Porsche boss Wendelin Wiedeking's masterplan in which it was Porsche that would snap up VW is thus officially dead. Porsche, in turn, joins a huge stable of 12 brands, including Audi, Bentley and Bugatti. For Porsche, it marks the beginning of a new era as a sub-brand, albeit with special

The all new Boxster arrives in 2012, based on many of the new 991 underpinnings. The Panamera Sport Turismo concept is shown at the 2012 Paris motor show, reaching production five years later



# 70 YEARS OF PORSCHE

1948-2018



status as the brightest, most profitable jewel in VW's crown.

- At the Paris show in September, Porsche shows off the Panamera Sport Turismo concept. Not only does the show car preview the styling of the future second-generation production Panamera, it also sets the tone for Porsche's styling for the next decade, including signature features like four-point headlights and full-width rear light bars.

- In November Porsche rolls out the new Type-981 Cayman. Sister car to the 981 Boxster, the Cayman retains its power and price premiums over the Boxster, but the gap is narrower than ever. At £48,783, the new Cayman S is just £1400 more expensive than the equivalent Boxster. Like the 981 Boxster and indeed 991 911, the new Cayman benefits from extensive aluminium in its bodshell, contributing to a 44kg reduction in overall mass. Combined with marginal power increases (up to 275hp for the 2.7-litre base model and 325hp for the 3.4-litre S), the new model offers marginally better performance.

## 2013

- The final production version of the 918 Spyder is announced in May. A total clean-sheet design built around a bespoke carbon-fibre tub, the 918 reinvents the supercar as hybrid hypercar. The combined petrol V8 and electric motor delivers a total system power of 887hp. 608hp of that is delivered at a screaming 8750rpm by the 918's 4.6-litre naturally aspirated V8 engine. Porsche claims 62mph in just 2.6 seconds despite the 918's relatively portly 1674kg kerbweight and a top speed of 214mph. That's combined with an other-worldly 91.1mpg on the combined cycle, achieved thanks to the 918's 6.8kWh lithium battery pack. In September, a 918 fitted with the

optional 'Weissach Package' sets an astonishing six minutes and 57 seconds lap time at the Nürburgring.

- Porsche unleashes the new 911 Turbo and Turbo S models in May. Based on the latest 991 platform with its advanced mixed-metal construction, technical highlights include a new four-wheel drive system, active rear-axle steering, anti-roll control, adaptive aerodynamics and full-LED headlights. As for power, the regular 911 Turbo now cranks out 520hp while the Turbo S is good for 560hp. That latter figure is enough to propel the S to 62mph in 3.1 seconds and on to 198mph. Both models are available exclusively with Porsche's seven-speed PDK transmission.

- November and the LA show is the chosen spot to debut the new Macan mid-sized SUV. Based on a platform shared with the Audi Q5, Porsche converted its Leipzig facility into a fully fledged production unit for the Macan in what was then the company's largest ever construction project and its biggest single capital investment. The Macan is central to Porsche's plan to hit 200,000 unit sales by 2018, a target it would eventually more than meet. At launch, Porsche offers two petrol and one diesel model. The Macan S cranks out 340hp from its turbo V6, while the Macan Turbo ups the ante to 3.6-litres and 400hp. The Macan S Diesel, meanwhile, is good for 258hp and 46.3mpg. The Macan is an immediate smash hit and becomes Porsche's top-selling model in its first full year on sale.

- Porsche celebrates 50 years of the Porsche 911 with a special anniversary model, the '50 Years Edition'. Based on the Type-991 Carrera S, production is limited to 1963 units, thus commemorating the birth year of Porsche's most iconic model. Along with period features including houndstooth seat inserts and five-spoke

'Fuchs' style alloys, the 50 Years Edition combines rear-wheel drive with a widebody shell, a hitherto unique configuration for the 991 range.

## 2014

- The Detroit show in January sees Porsche reinvent the 911 Targa. The new 991-based model resurrects the classic Targa 'hoop' but with a modern twist. The pop-out roof panel is now automated and stows via a complex and spectacular display of electro-mechanical gymnastics. The Targa is only offered in widebody Carrera 4 and Carrera 4S formats. It will later also make the jump to GTS spec.

- Customers around the world take delivery of Porsche's new 911 GT3. The latest special from the GT department is a techfest with rear-wheel steer and electric-assist steering. But two items mark this GT3 out as a major inflection point. For starters, it's the first GT3 to eschew the hallowed 'Mezger' engine in favour of a new 3.8-litre flat six derived from Porsche's modern MA1 engine architecture. Good for fully 475hp, it revs to 9000rpm and develops a giddy 125hp per litre. As if that wasn't enough, this Type-991.1 GT3 is only made available with Porsche's paddle-shift PDK gearbox. No manual option is offered.

- In March, Porsche reveals the 981 Boxster and Cayman GTS. It's the first time Porsche's mid-engine twins have been given the GTS treatment. Highlights include a more aggressive front bumper, Alcantara interior highlights, and a small uptick in power. For the GTS, Porsche maintains the Cayman's slight power advantage, with 340hp to the Boxster's 330hp.

- The 919 Hybrid makes its competition debut at the Six Hours of Silverstone in April, both qualifying and finishing third. The most complex racing car in Porsche's

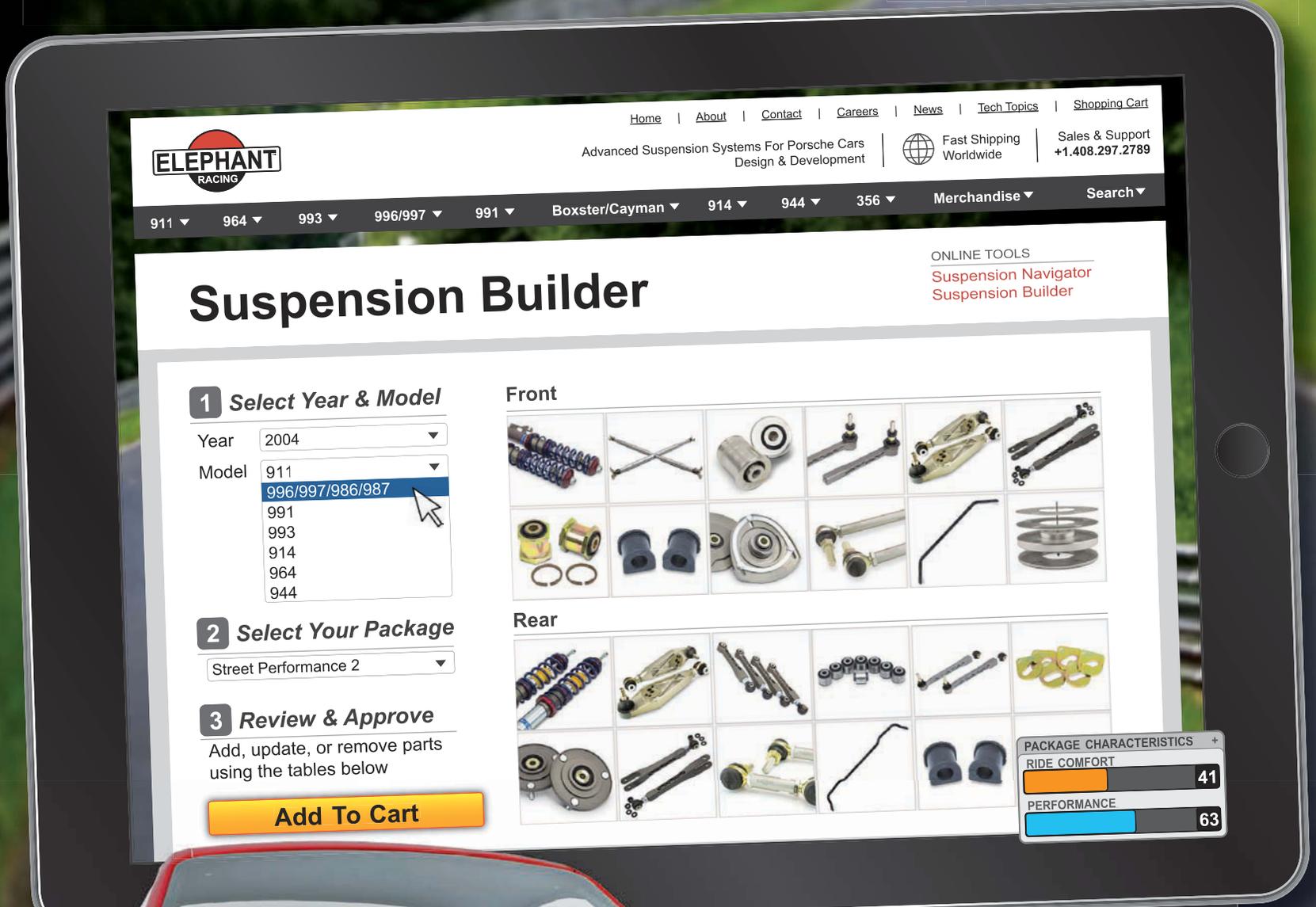
Final production version of the hybrid supercar 918 is announced in May 2013. 50-years of the 911 is celebrated with special retro inspired 991 Carrera S

Below left: The 991 GT3 launches in 2014 in PDK only form, which really winds the purists up. It's also the first GT3 not to use the hallowed Mezger engine. The 911 Targa concept is dramatically re-booted in 2014



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history and purpose built to dominate at Le Mans, Porsche describes the 919 as its "fastest ever research laboratory". The LMP1 Class racer runs a turbocharged 2.0-litre V4 petrol engine along with lithium-ion hybrid power and an advanced energy recovery system.

● Also in April, Porsche wheels out a major facelift for the second-generation Cayenne SUV. From the get go, a wide range of engine options are available, tipped by the monstrous 520hp Cayenne Turbo. But again, it's the Hybrid model that makes the greatest claim to innovation thanks to its status as the world's first plug-in SUV. A significantly larger 10.9kWh battery pack, now based on the latest lithium-ion chemistry, enables a total system power of 416hp and a pure-electric range of over 20 miles.

● At the LA show in November, Porsche drops a slew of new models. The star is the 911 Carrera GTS. With 430hp from its Powerkitted 3.8-litre flat six, the GTS is within spitting distance of the GT3's output from the previous 997 generation. The usual recipe of widebody styling, Alcantara accoutrements and centre-lock wheels applies. PDK and manual gearboxes are likewise on the menu, the latter getting a revised shift mechanism that largely puts to bed criticisms of the 'disconnected' feel offered by the Type-991 911's PDK-derived seven-speed manual gearbox. The latest Cayenne also gets GTS-ified to the tune of 440hp.

## 2015

● The Geneva show in March has the rare honour of hosting the debut of not one but two new GT cars from Porsche. The new 911 GT3 RS is a predictable if spectacular development of the latest Type-991 GT3. The RS ups the ante to fully 4.0-litres and 500hp. Porsche claims the car is

fully nine seconds faster than the mighty Carrera GT supercar around the Nürburgring. And then there's the Cayman GT4. With a 385hp 3.8-litre motor taken from the 911 Carrera S, it's the first time Porsche has allowed its entry-level mid-engine sports car to outperform the base 911 Carrera. Intriguingly, the GT4 is only available with a manual gearbox, indicating a change in attitude towards transmission options within the GT department.

● As April rolls around, Porsche has yet another low-volume special for purists. It's the new 981 Boxster Spyder. Its shares its 3.8-litre flat-six and manual-only transmission configuration with the Cayman GT4, albeit downtuned 10hp to 375hp, but not the GT4's GT3-derived chassis. The new Spyder's lightweight manual roof is slightly less fiddly than that of the original 987 Boxster Spyder and no longer limits the car's top speed when raised.

● In June, Porsche's investment in the 919 Hybrid race programme pays dividends. And then some. Exactly 45 years after Porsche's first victory at the 24 Hours of Le Mans, the 919 scores a historic one-two finish in the greatest endurance race of them all. Earl Bamber (NZ), Nico Hülkenberg (GER) and Nick Tandy (GB) take the top step of the podium, while Timo Bernhard (GER), Brendon Hartley (NZ) and former F1 ace Mark Webber (AUS) follow just one lap behind.

● At the Frankfurt show in September Porsche drops a pair of bombshells. The first is the refreshed Type-991.2 911. The big news is the shift to a downsized 3.0-litre biturbo flat six producing 370hp in the base Carrera and 420hp in the Carrera S. The era of the naturally aspirated 911 Carrera is over. The car is also the first standard Carrera to be offered with active rear-wheel steer and offers tweaked styling and a revised PCM infotainment system. Porsche also reveals its intention to electrify its

future in the form of the Mission E concept car. The Porsche pitches Mission E at a Tesla-baiting 600hp. Its 800-volt charging system allows Mission E to recharge to 80 per cent capacity in just 15 minutes.

● With Matthias Müller promoted to head up the entire VW Group following the fall from grace of VW's Martin Winterkorn in the wake of the Dieselgate emissions scandal, Oliver Blume is appointed new Porsche CEO in October. Blume cut his teeth as a trainee at Audi before working his way through the VW Group, including stints at the Seat and VW brands before joining Porsche in 2013.

● In November, Porsche breaks the 200,000 barrier for sales in a single year for the first time, marking a massive 24 per cent increase on the same period in 2014 and therefore hitting a target Porsche had originally intended for 2018. The Macan SUV and explosive sales in China are the major factors behind Porsche's sales success.

## 2016

● Early 2016 and deliveries of the latest 911 Turbo and Turbo S models begin. Based on the facelifted 991 model, Porsche increases output to 540hp and 580hp respectively. The improvements come courtesy of tweaks including higher fuel pressure, new turbochargers and larger compressors. The Turbo S is now good for 62mph in just 2.9 seconds and can hit 205mph all out.

● Geneva in March again and this time it's the turn of the new 718 Boxster. Though technically a facelift of the outgoing 981 Boxster, the new 718 marks a radical departure. Not only does it adopt forced induction, it swaps the 911-derived flat-six motor for a flat four. With 300hp for the base model and 350hp for the 718 Boxster S, there's no doubting the new model's

Left: The latest 991 GT3 RS is a smash hit at Geneva, with 500bhp.

Above: Porsche's endurance racing return hits payback as the factory 919s score a historic 1-2 at Le Mans in 2015

Below left: 2016 and deliveries of the latest 911 Turbo and Turbo S begin, with 540bhp and 580bhp respectively.

Below: Boxster and Cayman in four-cylinder turbo shock. Rebranded 718 in homage to 1950s race car





Above: Porsche bows to purist pressure with a manual option, first for the GT3 based 911 R and then the GT3 itself. Right: Second generation Panamera with inevitable Hybrid option

performance credentials, however. Along with the engine overhaul, the 718 adopts smooth curves, replacing some of the 981's harder edges. Later in the year the 718 Cayman appears and – shock and horror – it's priced lower than the drop-top Boxster for the first time and offers identical power outputs.

● The other star of the Geneva show is the hideously desirable 911 R. Inspired by the 1967 original, the new R combines a wingless, narrow-body shell and various weight saving measures with the GT3 RS's 500hp 4.0-litre motor and, portentously, a manual gearbox. Production is limited to just 991 units. With the collector car market booming, the model commands huge premiums the moment customers receive their cars.

● Wolfgang Hatz, Porsche's R&D chief and a leading figure in the development of both the 918 Spyder and the 919 Le Mans winner, becomes a major casualty of the VW Dieselgate scandal and resigns. Hatz had been on leave since September 2015 as a consequence of his former role as head of VW's powertrain division during the period the company was fitting its so-called emissions defeat devices. A little over a year later, Hatz would be arrested by the German authorities in relation to Dieselgate. He eventually spends over six months in detention.

● It's two years on the trot for Porsche at the 24 Hours of Le Mans. Porsche snatches its 18th Le Mans victory from the jaws of defeat in dramatic style as the leading Toyota breaks down on the penultimate lap. Drivers Romain Dumas (FR), Neel Jani (CH) and Marc Lieb (DE) thus give the 919 Hybrid its second overall victory at Le Mans out of just three attempts.

● Shortly after conquering Le Mans, Porsche unleashes the all-new second generation Panamera saloon. Aside from a styling overhaul that receives near universal praise, the new Panamera is notable for its all-encompassing technological upgrades. Inside, the so-called Porsche Advanced Cockpit concept includes a new high-def display showcasing a major overhaul to Porsche's PCM infotainment interface and capacitive touch-sensitive controls on the centre console. Initially, the 550hp Turbo is the most powerful car in the range.

## 2017

● January and Porsche gives the new turbocharged 911 Carrera the GTS treatment. The net result is 450hp and the ability to sprint to 62mph in just 3.6 seconds. Porsche makes the GTS available in coupe, cabriolet and Targa bodies, and rear- and all-wheel drive chassis.

● At the Geneva show in March, the star is the new 4.0-litre 911 GT3. While 500hp and a stratospheric 9000rpm rev limit are impressive enough, the return of the manual gearbox to Porsche's ultimate driver's car is arguably just as significant. Later in the year, Porsche adds the stealthy, wingless GT3 Touring to the range, aping the style of the limited-production 911 R from the previous year. Porsche also debuts the all-new third-gen Cayenne SUV in Geneva. Stylistically the new model is conservative. Inside and under the skin, it's more radical, including the Porsche Advanced Cockpit implementation borrowed from the Panamera and a rear-wheel-steer inspired by the 911.

● In May the one millionth 911 rolls off the production line in Zuffenhausen. It's a Carrera S coupe with the optional 450hp

Powerkit in Irish Green, a colour chosen to resonate with the 1963 original. It's thus taken 54 years to reach the million milestone. Porsche reckons over 70 per cent of all 911s ever built remain in drivable condition today. What's more, the most recent full-year sales figures then available prove Porsche's most iconic model is in rude health. In 2016, 32,365 911s were delivered to customers.

● It's three in a row for Porsche in June at the 24 Hours of Le Mans. Earl Bamber (NZ), Timo Bernhard (DE) and Brendon Hartley (NZ) bring it home again despite major issues during the race. The winning number 18 car spent over an hour being repaired during the race and lost drive to its front axle, falling to 56th position overall only to slice through the field for an outrageous victory.

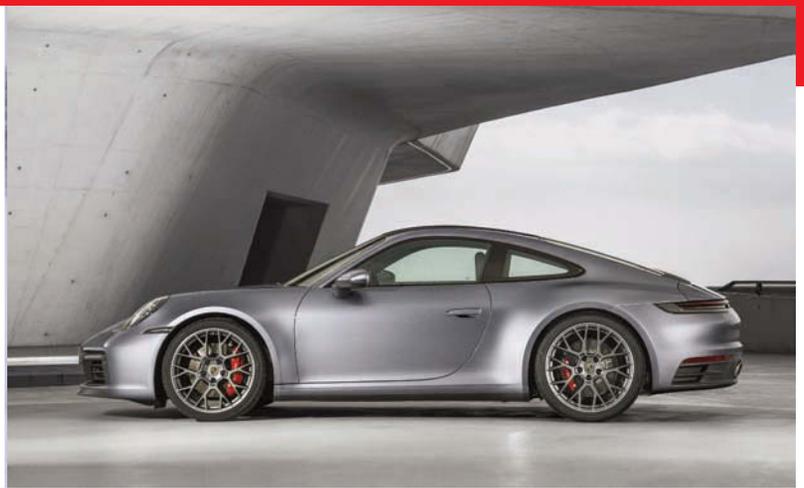
● Porsche finally takes a direct hit from the Dieselgate scandal in July. VW's emissions cheating defeat device is found operating in the Cayenne Diesel 3.0TDI. 22,000 vehicles are recalled. Porsche attempts to distance itself from the scandal, pointing out that it does not develop any diesel engines in-house.

● Better news also from July is the world debut of the mighty 911 GT2 RS at the Goodwood Festival of Speed in good old Blighty. It's a 700hp rear-wheel-drive beast of a 911 capable of hitting 62mph in just 2.8 seconds. Later in September, the GT2 RS will achieve a ludicrous six minutes and 47.3 seconds lap time of the Nürburgring Nordschleife, making it the fastest road-legal 911 ever and also the fastest rear-drive road car ever at the Green Hell.

● Porsche rounds out the year in November with the 911 Carrera T, a new lightweight model derived from the 370hp

Below: Final 991 GT3 boasts 4-litres, 500bhp and a manual gearbox. Right: 911 Carrera T is hailed as a back-to-basics 911. Sort of





base Carrera. For some, the T is a cynical parts bin special with a mere 20kg weight saving. For others, it's a classic greater-than-the-sum-of-its-parts Porsche.

## 2018

● All year Porsche is celebrating its 70th birthday, reflecting the fact that the very first sports car to bear the name received its general operating licence on June 8, 1948. 70 years later and Porsche continues to write automotive history with its innovative technology, timeless design and sporty practicality.

● Porsche chooses freezing cold February, an ice lake in Finland and rally legend Walter Röhrl to launch the latest GT3 RS based on the Type-991.2 911. It borrows the GT3's outrageous 4.0-litre, 9000rpm atmospheric engine. But thanks to a new intake system using Turbo-derived intakes in the wheel arches and an RS-specific exhaust, power is up to fully 520hp.

● Another major milestone in February is Porsche's announcement of plans to double its investment in electromobility to six billion euros by 2022. Later in the year, Porsche fleshes out its electrifying strategy by revealing it intends for fully 50 per cent of its models to be battery powered by 2025. Porsche also confirms that the Mission E concept car will become production reality in the form of the Taycan pure-electric four-door coupe and will go on sale in 2019.

● In September, Porsche announces all diesel models have been cancelled with immediate effect. Porsche does not categorically rule out reintroducing diesel in the future, but is clear it no longer sees the fuel as compatible with its aspirations and product plans. Porsche's CEO Oliver Blume says the company is not demonising diesel, but that Porsche has nevertheless, "come

to the conclusion that we would like our future to be diesel-free".

● At the LA Auto Show in November, Porsche rolls out the latest new 911, codenamed 992. A development of the existing Type-991 platform rather than an all-new model, the 992 is still a major stepchange. All exterior panels are new and now made from aluminium. The new car is larger in pretty much every dimension, with the biggest change being an additional 45mm of front track. Inside, a totally new cabin includes a larger 10.9-inch infotainment display and 'floating' LCD screens either side of a central analogue rev counter. Power comes from a revised 3.0-litre biturbo flat six. At launch, only the Carrera S with 450hp is available, with the base Carrera to follow. Porsche has also fitted the 992 with a new eight-speed PDK gearbox derived from that of the Panamera. Critically, the new gearbox supports hybrid petrol-electric powertrain implementations, laying the foundations for the first hybrid 911, when the 992 receives its mid-cycle facelift for the 2023 model year.

## THE FUTURE

If that's our potted history of Porsche's major milestones completed, what of the future? Electrification is without a doubt the single biggest theme in Porsche's plans. It intends to electrify every single model line by the middle of the next decade at the latest. Yes, that includes the 911.

The first pure-electric Porsche will be the Taycan in 2019, a sleek four-door coupe inspired by the Mission E concept. It will be swiftly followed by the Taycan Cross Turismo, a jacked up version with a body style similar to the Panamera Sport Turismo. For 2022, Porsche will have a pure-electric SUV on sale, probably related

to Audi's new E-tron SUV, just as Audi itself plans to launch a four-door electric coupe based on the Taycan.

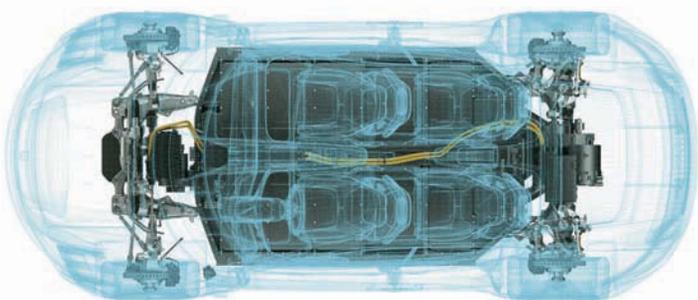
Of course, electrification doesn't necessarily mean a pure battery-powered car. For the 911, Porsche plans a hybrid model for the 2023 model year. Around the same time, however, Porsche will likely release a new entry-level sports car in the existing Boxster and Cayman segment that is indeed a pure battery-electric model. However you slice it, batteries will be increasingly in, combustion engines increasingly out. Indeed, if battery tech advances swiftly enough, it's just possible that Porsche will phase out all combustion engines by the end of the 2020s.

In the meantime, it won't all be bad news for lovers of the combustion engine. The next 911 GT3, based on the new 992 model, will once again be naturally aspirated. What's more, Porsche's GT car boss Frank Walliser recently indicated that petrol-electric hybrid using an atmospheric engine, just like the 918 Spyder, was a more exciting option than going turbo for the GT3. Meanwhile, models like the Carrera T further underpin Porsche's focus on what you might call 'purist' models. While the company as a whole bets heavily on batteries, the future for serious combustion driver's cars looks exciting. For the next decade, at any rate.

Of course, the other big trend is autonomy. The increased level of driver aids in the latest 911 prove that even Porsche can't resist the march to autonomous cars. Robocars are coming and some will have Porsche badges. It's an unsettling thought, but then the end of the car as we know it is something Ferry Porsche himself foresaw. "The last car to be built will be a sports car," he famously said. He was almost certainly right. Odds are, the last human-driven car to be built will indeed be a sports car. And it

Left: GT3 RS swansong in freezing Feb 2018. Above: out with old in with the new. The 992 model 911 launches at the 2018 LA Auto Show. It's not hybrid – yet

The future is most definitely electric. Porsche's first all electric car – the Tesla rivalling Taycan – arrives in 2019. Early adopters start queuing now



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# TAKE IT TO THE TOP

Few country roads are as sinuous as the 6-mile run up Freiburg-Schauinsland hillclimb and, by coincidence, this uphill helter-skelter is on the doorstep of Porsche parts purveyors FVD Brombacher. So, as the location to snap 'n' sample their latest 991 GTS showpiece, it's a no-brainer





**W**e've come to the glorious Black Forest region to visit old friends FVD Brombacher – in fact, young friends would be more apt as we're greeted by the next generation of the Brombacher family, Franziska, Max and Theo, who are handling day-to-day business and tech whilst their father Willy tans in Florida. In amongst a cross-section of Porsches – 997, 968, 964, 993, 3.2 Carrera – I'm in the workshop chatting with the three siblings plus FVD Brombacher sales manager Alex Ben-Mahmoud. From one to another they tell me variously about the GTS and ongoing FVD Brombacher projects.

Hospitalities to one side for a moment, we focus on the firm's brand-new 991 GTS show car. The parts specialists and components suppliers have always had a project car on the back burner to assess the components they sell and demonstrate their tuning prowess – putting their money where their mouth is, in fact – and we've featured several over the past few years. The latest ex-factory GTS is capable of 194mph thanks to its 3.0-litre twin-turbo flat-six, while the FVD

Brombacher car is tuned with updated software and modified exhaust, hiking the model's normal output from 450bhp to 540bhp on the dyno. Finished in Achat Grey Metallic, picked out with lemon yellow flashes on the front lid, roof, side-skirts and engine lid, the GTS runs centre-lock BBS wheels whose rims are also picked out in matching yellow. External graphics include a yellow fvd logo and Brombacher side-stripes on the doors. Carbon leather seats dominate the cabin, with special stitching highlighting the leather upholstery.

As well as a mechanical test bed for evaluating products they'd happily endorse and offer for sale, FVD Brombacher are in the process of trying out the Nankang tyre brand, not a make we'd normally associate with high-performance sports cars. To be perfectly honest, till now it had simply never booted up on my rubber radar, focused as I currently am on Vredesteins and Continentals. This is not intended to be a tyre review, nor a eulogy of any particular brand; save to say that FVD Brombacher is mightily impressed with Nankang's AR-1 on-road semi-slick, and although it is not Porsche approved due to the lack of an N-rating,



they feel it is an economical alternative to the brands that most of us conventionally fit on our Porsches. Their evaluation will continue for a while yet, with on-track excursions planned because, as Max explains, 'they're not conventional street tyres, as much of the tread surface is slick. You do get a lot of tyre noise on the road, so for long distance drivers we would probably not recommend them. But my first impression is that it's like glue on track and on street, but it's noisy so we have a plus and a minus at the moment.' Once they are happy with them they'll add an appropriate wheel and tyre package to their web stocklist inventory. 'More customers are now using their cars on weekends for trackdays, and it makes sense to offer a cheap possibility for trackdays.' It's likely to be about €400–€500

you're a little bit more conservative they'll last longer, but driving competitively they will be finished in a day.'

Apart from last year's outrageous 997 Turbo Cabriolet, which was wilder than anything dreamed up by Stuttgart's bling-merchants, FVD Brombacher are generally not that extravagant in terms of visual embellishments. But, as far as fresh aero parts go for the GTS, it already has the side skirts mounted on its sills, which are more than 2cm wider than the original ones, while the front splitter, diffuser and rear spoiler Gurney flap are yet to be applied. The light strip spanning the rear of the car is normally unique to the four-wheel drive Carrera 4S, but FVD Brombacher think it looks great so they've installed it on their GTS. The

version is more like a 993 RS without such big wings. So, there will be two virtually different cars in the end, the less dramatic RS style or GT3 Cup style with bigger aero.' It's not just about the look: the aerodynamic additions are checked in the wind tunnel to verify their efficacy. It will also be possible for customers to combine elements of the two 'looks', because all the parts are produced by the same supplier, Moshammer who're based in Berlin. 'We were impressed by the parts and the mountings we received from them, and they are easy to fit, you don't have to cut or glue because you're only mounting on the original existing mounting points. We like that, because we can send the parts all around the world and we don't need to explain to somebody in Hong Kong how to mount the part because it's obvious and straightforward.'

The mechanical embellishments are equally evident – at least when the engine's fired up – by virtue of the modified exhaust system. The conversion starts by incorporating a 200-cell HD converted stainless-steel sports catalytic converter (that's 200 cells per square inch). 'That's the newest generation of the sport catalytic converter,' says Max, 'and it's a really expensive thing because there's a lot of cladding inside, and one of these is around €400 even before we get into the exhaust system. We've made everything a little bit sportier, a little bit more aggressive. And this is something that the customer can already buy, (he shows me the part number), but it is the first time that the complete system including software and all the other modifications is mounted on one car, so we have to test it to prove our initial horsepower and torque gains.' It goes on a dyno before and after. 'The sound is incredible. It is loud – wake the neighbours loud – like a race car, though it is

Following in the wheeltracks of his motorsport heroes, JT punts FVD Brombacher's modded 991 GTS up the famous Freiburg-Schauinsland hillclimb

“ We've made everything a little bit sportier, a little more aggressive ”

per 20in rim. 'We want to be sure this combination works on this car because it's not normal for us to associate with an economy brand like Nankang, so it's a project, and if we're happy with it, it's a new way for Porsche owners to have fun on track for less money.' So far so good, then: 'In a track situation these tyres are retaining their temperature and not exceeding maximum working temperature, and not graining, and although they may have a 30 per cent shorter working life compared with Michelin Pilot Sport Cups, they are less than half the price. And most of the trackday guys destroy their tyres in just one day. Depends how you drive, of course: if

aerodynamic profiling is also a work in progress. 'We have two versions of our project car's bodywork revisions,' reveals Franziska, indicating the blue 991 Turbo on the forecourt, complete with splitter, sill extensions, diffuser and extended rear wing. 'The aerodynamic package on that is the old-style version, and we're developing the young fashion version on the GTS, which is Max's interpretation. So, there's a little bit of competition between Max and Alex while they create two different kinds of look on the car. Max is more inclined towards a big wing area with a big spoiler up front and flaps on the side, more like a racing car, while Alex's



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dimmed by the press of the Sport button, and this is our first experience with this range and volume of sound which this system produces, so we are excited about that.'

The FVD Brombacher crew reckon their GT3's 3.0-litre engine had a head start in the power-hike stakes, being some 70bhp better off than the quoted standard figure out of the box. 'We were lucky that we had a car with a little bit more power than it should have had as standard, so we tuned it to 70bhp on top of the existing power. So that's 540bhp at

lowers at the end so it's manageable, it's not like its it jumps at you, and it's good to drive.'

By focusing on the 991 GT3 as well as the 991 Turbo, FVD Brombacher is on top of the game. 'It's a little bit more complex to tune a normally aspirated car, and now every 911 has a turbo of course, that makes it easier to adjust the boost pressure. It's a whole lot of power that you need to change, and to match that so the car feels natural and not too excited, and especially that you don't risk something with the engine. Our

parts for it that we can sell later on.'

Talking of parts, which is FVD Brombacher's stock-in-trade, we do the guided tour. In the year since we last visited plenty has changed. There's been a lot of expansion, and although the workshop and IT departments haven't changed, the reception has been reshuffled, but, more fundamentally, the purchasing office, stores and dispatch are now around the corner in a different building, with much greater capacity all round. They've painted the 964 hoarding as well – what was Mint is now Yellow. FVD Brombacher also sells a few cars, more as a side-line, and we notice a couple of long-bonnet 911s and a trio of 996 Cabriolets imported from the USA.

Time for an outing. I spend a bit of time concentrating on getting my ear tuned in to the difference between the tyre noise and the exhaust noise, because at a certain resonance they're pretty similar. I alternate the GT3's energy mode switch from Normal to Sport and Sport Plus, where the bubbling noise abates, while the suspension stiffens and the shift actuates more quickly. I can have a comfy ride, a sporty drive or a track-day blast. 'In sport mode it matches perfectly

**On top of the world! Well you would be if you had a 991 GT3 and then sent it off to FVD Brombacher for a makeover**

**“ We had a car with a little bit more power than it should have ”**

6500rpm, and the torque figure is 480lb ft at 4000rpm, which is conservative, and we've already pulled back because we felt we had too much for a rear-wheel drive car. We've mostly achieved that increase in power by re-mapping the ECU. It's a nice power curve; it

target is to make it stronger, more reliable and a daily drive car. The best solution would be to have a racing car at the push of a button, and that's not possible, but we're going in this direction, and that's only the start. It's a project car, and we're developing

**Porsche's move to turbo engines across the range has made tuning a much simpler affair. Leaving the engine internals alone, FVD Brombacher have managed to liberate another 70bhp from ECU and exhaust tweaks**





FVD Brombacher have been greatly impressed with Nankang's AR-1 semi slick, road legal track day tyre

with our exhaust,' says Max, 'because, with the regular exhaust there wasn't much of a difference in the different modes. Now you can really hear the difference when you change the mode.'

We motor leisurely through Freiburg and head through the prosperous suburb of Günterstal, where the climb starts at a totally innocuous spot 400m above sea level. There is a white marking on the road indicating the start, but blink and you miss it. It's like that at the top, too, with no obvious finish line, though the adjacent restaurant is quite busy so I'm watching out for vehicles at this point rather than signposts. Back in the day, Freiburg-Schauinsland was one of the most spectacular hillclimbs on the European Hillclimb Championship calendar, and had a reputation for being one of the most difficult, too. Comprising 127 corners, it runs for nearly 12km, summiting at an altitude of 1200m in the Schauinsland highlands that, once you're out of the trees, afford fabulous views into valleys and the distant hills. To start with, the

route is flanked by mature beech trees and scrub, but after a few corners it climbs into a dense forest of conifers, with single-section Armco barrier to one side and, more often than not, rock face on the other. I have to say, these Nankangs are gripping mightily impressively as I twirl the steering wheel. I glimpse forest tracks on some hairpins, daylight on others, but the blacktop is flanked by unremitting green till it emerges dramatically at the Holzschläger Matten-Kurve, where we pause to survey the most glorious view out over the sub-alpine pastures – and return later to attend Die Kurve chalet restaurant for lunch. This is but half distance on the climb, where in its '60s heyday most of the 60,000 spectators gathered in the grandstands, long gone now, to catch a glimpse of the cars as they flashed by, one by one, before ducking back into the forested turns for the final half-dozen kilometres.

Back in 1957, the new FIA European Hillclimb Championship featured works teams from Porsche and Ferrari with drivers of the

calibre of Ludovico Scarfiotti and Edgar Barth. Although the calendar varied, Mont Ventoux, Gaisberg and Freiburg-Schauinsland were included every season for 15 years. Porsche drivers wore the Sports Car category crown from 1958 to 1968, while in the Gran Turismo class, they annexed the GT title literally every year from 1960 right up to 1980. Perhaps Freiburg-Schauinsland's most important meetings were in 1963, '64 and '65, when the World Sports Car Championship included both rallies and hillclimbs, and Edgar Barth (Jürgen's father) was victorious in '63 and '64, though in '65 Lodovico Scarfiotti led Gerhard Mitter home in the Ferrari Dino 206P. In '63 Barth, driving a Porsche 718 RS, posted an average speed of more than 100kph for the first time in the event's history, and in '64 he won again in the 718 RS, taking 6m 36.4s to cover the 11.2km, followed in 3rd place by Herbie Müller in a 904/8. Between '57 and '70, the list of Schauinsland winners is topped by Barth, with Jo Bonnier, Scarfiotti, Heini Walter, Gerhard Mitter, Peter Schetty and Rolf

FVD Brombacher's HQ is as vibrant as ever, with its impressive facade and packed workshop. 991 Turbo is, of course, very much on their tuning radar





Stommelen also claiming the laurels for Porsche – and, just twice, Ferrari. The factory teams' interest waned in the early 1970s, though Freiburg-Schauinsland staged one final meeting in 1972 when the DRM (Deutsche Rennsport-Meisterschaft) visited the hillclimb in its inaugural year. The 139-strong entry featured Reinhold Jöst in a 908/03, though the winner was Hans-Joachim Stuck in a Köln 2600 Capri. Would we cut the mustard in a 991 GTS? Undoubtedly, though the heroes of yesteryear wouldn't have had to contend with cyclists, hikers and bikers – who are banned on weekends for their own good.

After lunch there's more serious photoshooting to be done, and shooting means driving. Schauinsland is an amazing adrenalin rush as I sling-shot from one curve to the next, sweeping into the large, open radius of the Holzschläger Matten-Kurve: there's hardly a straight worth the name, just endless bends of varying degrees of arc and apex, sometimes open enough to see the exit, sometimes that's obscured by foliage. All the time at the back of my mind is the

historical perspective – that the titans of the sport once hurtled up here, putting life and machine on the line. There's never a feeling that the GTS is going to get away from me; I feel you can trust it all the time, it's not going to bite me mid-turn. Maybe I lose a little in the way of emotion in a car that's so competent; imagine how raw the experience would be in a short-wheelbase 911! Then I would be living more literally on the edge.

Going quickly, FVD Brombacher's GTS is a combination of driver intuition and coordinated controls. Steering is impeccable, and from bend to bend I aim it precisely where I want it to go and it complies with no drama. There's the omnipresent popping and banging on the over-run, and the throttle response when I press down and the turbos come in is instantaneous with that satisfying surge forward. No need for trepidation about grip: these Nankang semi-slicks really do do the business, heating up and holding their temperature well, considering this is a 'B' road, at a relatively high altitude, where it's cold but sunny. They really do have a lot of purchase when they're leant on, and their

road noise is something I could probably live with because they are so grippy.

What goes up must come down, and even though I prefer going up, it's just as thrilling zooming down, and of course you don't need to have so much power on heading downhill because you have gradient and weight of car working for you. But, in the ascendant, you feel the engine working harder, and that's more thrilling because it's delivering the most power and the most torque. Going down doesn't require full throttle to attain optimum performance; it's about braking harder, too, as well as judging turn-ins accurately. 'It's also a little bit safer to go up than down,' Max reckons, 'because if you miss a corner you really are going too fast, but if you're heading up you always have a little bit of gravity to fight against.' Whatever, this is the perfect environment for honing and appreciating an automotive work of art. It may be a project car but, frankly, it's hard to see how the GTS could be bettered as it is, though the additional aero might raise the stakes, on the Autobahn as well as visually. Whatever they do, it won't be an uphill struggle. **PW**

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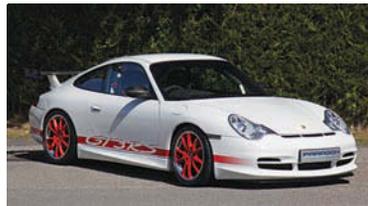
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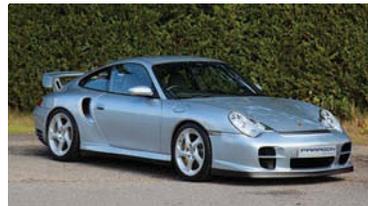
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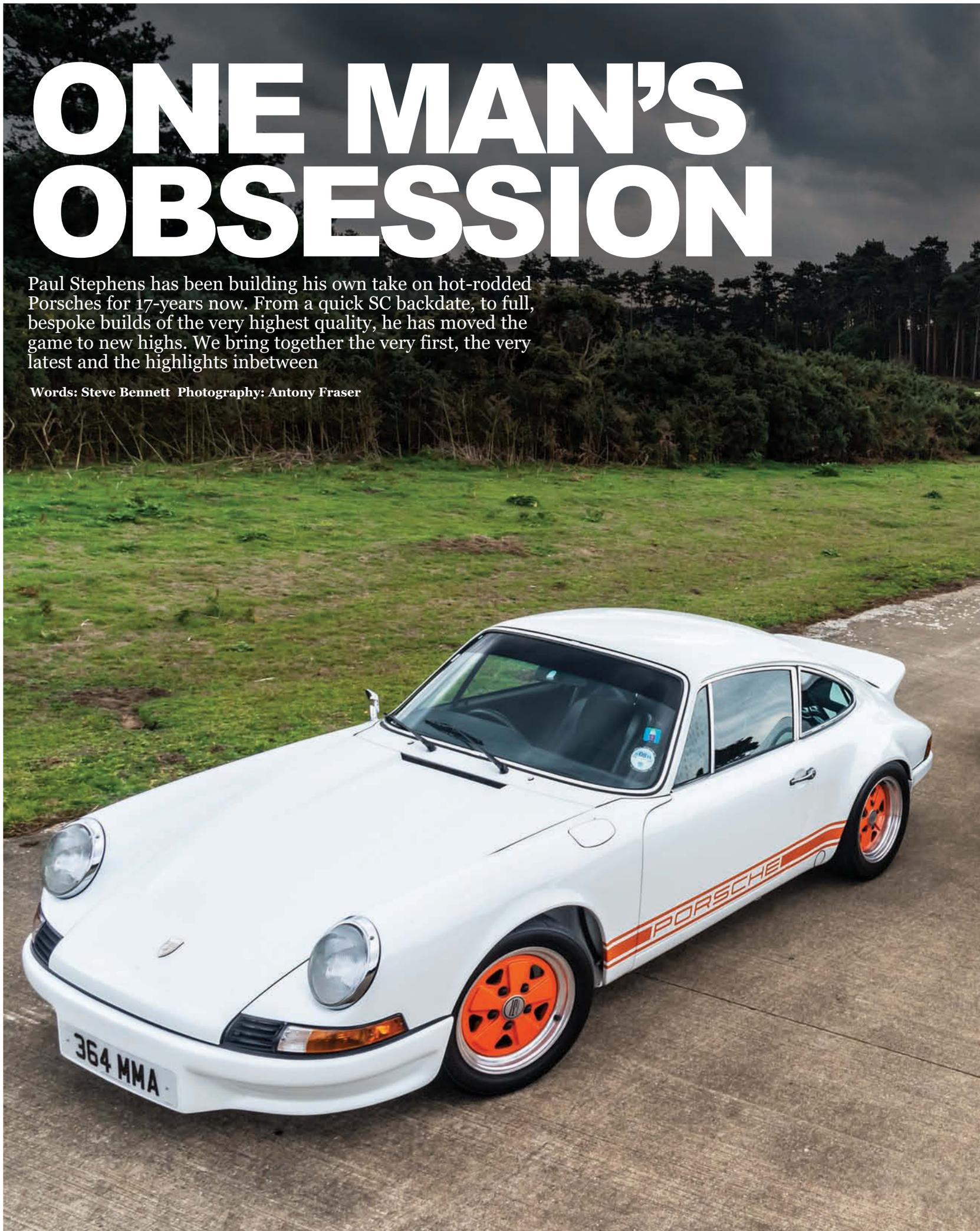
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# ONE MAN'S OBSESSION

Paul Stephens has been building his own take on hot-rodded Porsches for 17-years now. From a quick SC backdate, to full, bespoke builds of the very highest quality, he has moved the game to new highs. We bring together the very first, the very latest and the highlights inbetween

Words: Steve Bennett Photography: Antony Fraser





# King of cool

Whatever your view of the retro-look 911 there's no denying that Paul Stephens' offerings warrant a second glance. And, as we discover, they drive as well as their modern underpinnings and some modest tweaks would suggest

Story by Steve Bennett  
Photographs by Brett Fraser



It's the 911 look that everyone wants. The pre-1974 chrome-bumper 911 is currently as hot-cool as Steve McQueen and the 2.4-litre 'S' that he drives in the opening scenes of *Le Mans*. It's reflected in demand and prices, particularly for 'S' models – and, of course, for the iconic Carrera 2.7 RS. The original purist shape has aged remarkably well, and those classic lines now accentuate the clumsiness of the big bumpers and ugly rubber bellows inflicted upon the later SC and Carrera 3.2s. Those oh-so-1970s Dayglo greens and oranges – the safety colours, as they're known – once abandoned to the wilderness of bad taste suddenly look absolutely fantastic.

You want that McQueen 'look', but there is only a finite number of cars out there. He's also taken a rather different path in terms of donor cars. Before we get down to the detail just take a closer look at the accompanying photographs. No prizes for guessing that the white car is based on a SC (could also be a Carrera 3.2, says Stephens), but the dark-blue metallic machine doesn't quite compute. That's because it's based, believe it or not, on a 964. That's old-school looks combined with Porsche's first significant upgrade in terms of running gear. It's a compelling package. Taking the road less travelled in terms of these creations has been something of a double-edged sword for Stephens. On the one hand he has managed to avoid some of the metalwork involved in an exact replica, but on the other he's had to create his own mouldings for the front and rear

bumpers and, rather more radically, commission a range of split-rim Fuchs-inspired wheels in sizes up to 17 inches in diameter. There are numerous other details, too. Enough, indeed, to form a PS brand.

**PS 240C**  
This is where the range starts. First, though, if you already have an SC and you rather fancy the idea of the early-look front and rear, then forget it. Unless you're happy to go the whole hog then Stephens isn't in the market for panel jobs and a quick blowover. Instead, once a car is submitted for the process it's all or nothing. That means a ground-up rebuild from a bare body shell, with any suspect metalwork renewed

without question. It's the only way to get the quality. Best plan of action, then, is to find yourself the least desirable colour combination available. Something in bronze with a brown Pasha interior (as this donor was) should fit the bill. Solid, yet pretty much unsaleable, a donor such as this could be yours for around £9000. Don't worry too much about the running gear, either, because it's going to be rebuilt anyway. The 240 in 240C means 240bhp from the rebuilt and breath-on motor. The 'C' stands for Classic.

So where does the PS car differ from other similar replicas in terms of its creator? Well, for a start it manages to retain the standard SC front wings and front bonnet, which in turn means that the original front slam panel is also retained. How is this achieved? The lip of the bonnet is extended with a new panel, which is leaf-filled. An insert meanwhile bridges the gap between the front of each wing and the new bumper/pole. The indicator housings and slatted intake mouldings are specially made to follow the very slightly different contours of the SC wings. It's all bolt-on stuff, too, so if you ever wanted to revert to impact-bumper specification then you can.

The rear end is rather simpler, with a single moulding replacing the big bumper. So where does the PS car differ from other similar replicas in terms of its creator? Well, for a start it manages to retain the standard SC front wings and front bonnet, which in turn means that the original front slam panel is also retained. How is this achieved? The lip of the bonnet is extended with a new panel, which is leaf-filled. An insert meanwhile bridges the gap between the front of each wing and the new bumper/pole. The indicator housings and slatted intake mouldings are specially made to follow the very slightly different contours of the SC wings. It's all bolt-on stuff, too, so if you ever wanted to revert to impact-bumper specification then you can.



22 November 2005 911 & PORSCHE WORLD 911 & PORSCHE WORLD November 2005 23

Left: The first test back in 2005 and Paul Stephens' first two cars

**T**ime flies, does it not. A chat with Porscheophile Paul Stephens on all things air-cooled and rear engined and he reminded me that I was the first journo to ever drive one of his eponymous PS AutoArt cars. Indeed it was the first PS AutoArt machine. 'How long ago was that?' I mused? Cue some collective head scratching, pondering and basic number crunching. "It was 2005, so 14

years ago, although the first car was built in 2004" cried Paul triumphantly. "I remember the front cover: white PS 240C and blue PS 280R (later renamed 300R). That was the second car based on a 964. But it was actually 2002, when I first ran the idea past you, that we were considering the possibility of backdating a 964." Sure, I remembered, but 17 years ago? Really? Yes, really, and there's no point in fighting it. Driving the two PS cars for that front

cover feature in *911&PW* was my first gig for the mag, but I had met Paul a few years earlier purely as a Porsche buying punter. He sold me a lovely Carrera 3.2 – a left-hooker Swiss import – for £11,995 in 2002. Read that and weep. I know I am. But hey, that's all in the past. What about now? Paul is still building amazing Porsches. He's a brand even, and his latest *Le Mans Classic Clubsport* is the current culmination of his Porsche obsession. And

Below, left to right: PS build No1, 240C, build No2, 280R, Touring R Series II, Classic Touring Series II, Le Mans Classic Clubsport, Clubsport Series II







then the penny drops. Why not get the band back together? Get that very first car and a few in between for a group test and top it off with the very latest Le Mans and Clubsport Series cars? Why not indeed.

Fast forward to mid-October and the last day of an epic summer, when temps will nudge 70deg. Outside Paul's Suffolk/Essex border emporium in the still chilly early morning and six Porsche hot rods are pumping white heat into the cold atmosphere against a clattering, chuntering flat-six soundtrack. This is going to be a fun day. I'm at the wheel of that first car, at the back of the queue and best placed for the noisy departure as we head out on to the road. Clutches drop, revs rise, rear's squat and the show hits the road.

Car No1? It's exactly how I remember it. Low slung retro bucket seat, thick-rimmed Mota-Lita steering wheel, four-point

harnesses, ankle biting, floor protruding pedals, twangy 915 gearshift and raucous, rabble-raising noise from the 240bhp rear. Resto mods, retro rods, backdaters – there have been many monikers over the years, and for sure the market has evolved and matured, but this 240C captures what the market was all about in 2005. Which was? Well, ostensibly it was about taking largely unloved, undateable and unsaleable 911s of the impact bumper generation and giving them a new lease of life and image. Under the white and orange of hot rod No1, there was once a bronze 911SC with a brown Pasha interior, that was worth about £7000 of no one's money.

240C is the distant ancestor to the Le Mans Classic Clubsport. Its ethos was all about less is more, the ease of the conversion and making it cost-effective for a very formative market. Just how much

were folk willing to pay? Now, we know there is effectively no upper limit for this sort of stuff, but back then £40,000 was the figure that I scribbled and that was all in. But it's all relative, when a donor car was £7k. Now, of course, folk wouldn't think twice of spending £40k on a donor car. The market has moved on. Indeed, there is no real talk of donor cars, just complete cars. New cars even, because that's what we're talking about now.

PS AutoArt build No1 has passed through a few hands, but it has always remained local. Its current owner has an impressive collection of Porsches, but this is the car he uses the most, and largely for track days. Its underpinnings and mildly modded engine remain much the same as when I first got behind the wheel and it feels tough, unburstable and endearingly rough around the edges.

PS AutoArt build No2 was arguably the first instance of a 964 backdate, to which the Classic Series R (in white) is an evolution of

Below: The 300R packs a 300bhp punch. Interior is more 964 RS than retro





## CLASSIC MODERN CLASSIC

The 911 2.4S that we mentioned? Well, Paul was keen that we drive it against his Classic Touring Series II. This is another car I saw in development about three years ago, it's probably the point when I realised just how PS was moving the game on in terms of quality and detail, with every component carefully considered, restored or recreated. There's very little that's off the shelf here. Switchgear is machined, the steering wheel is to PS spec (and a nice change from the usual, ubiquitous Momo), the interior panels are all in house creations again, sumptuously trimmed, and the seats to PS's design, but retaining the electric functionality of a later chair.

The exterior gleams in lustrous black (the hardest colour to get right), and of course the shell has been narrowed for the early look. And to all intents and purposes that's what it looks like – a 911 2.4S. Lift the rear lid and you'd have to really know your engines. It's not completely authentic, but the black crackle finished injection stack is totally of the period, even if it's a modern reworking. It helps to give the 3.4-litre engine 290bhp, which gives the 986 four-pot calipers all round something to do and the 7 x 16in Fuchs option wheels and 205/225 Pirellis a work out.

The 2.4S is a good one. I say that because often they aren't quite as together as you would hope. The engine is smooth, with no injection/ignition flat spots and the 915 'box is as good as one of these is ever going to be, which is to say positively vague, rather just vague. The driving experience is dictated in part by the flat and springy seats. You feel like you're sitting on, rather than in the car. There is an abundance of body roll and the rear end, where all the weight lies, doesn't have the same sort of control as a modern 911 or even an '80s one, but together all these facets make up the classic 911 experience, with classic being the operative word.

Peddalling the PS machine is an absolute riot. All that incredible build quality and attention to detail is matched by its performance and the driving experience. Of course it's got the air-cooled vibe, and narrow body feel, but none of the woolliness. KW Variant 3 can be specced for the Classic Touring, but this build features Bilstein Sport dampers all round and uprated roll bars. It's perfect, with just enough roll to make it feel slightly retro, but plenty of body control, too. The 290bhp will breach the tyres' grip, but only if you're brutal, better to use the power to give the chassis the sort of workout that you don't get with a modern 911, unless you're right on the edge. And with a little over 1100kg to punt around, it's bloomin fast!

My favourite car of the day, and I would just love to see the expression on the faces of modern Porsche drivers as this 'classic' utterly smokes them from the lights – or anywhere else for that matter.

At a glance, you'd be hard pushed to separate the original 911 2.4S from the PS Classic Touring car, but that's the idea

Below left: It's all in the detail. Switchgear is bespoke, even the steering wheel is exclusive to PS. Engine looks the part with specially made injector stacks, which are ECU controlled





We're *en route* to Bentwaters air base in Suffolk. The once Cold War facility is now home to numerous small businesses and a lot of film industry activity. For our purposes, though, it gets us off the public road on to fast sections of the air base's perimeter roads. It's a great place to have some fun,

Indeed, should it be done? In many respects Paul did the groundwork ahead of the likes of Singer here, proving that 'could' and 'should' would work by doing it.

If the ethos of the 240C was to evoke the look and driving experience of the early 911s, then the 964 based machine is about

Hurdles and headaches? Both front and rear aprons had to be subtly reshaped to accommodate the 964's crash structure. The sills, too, are very different and Porsche introduced the curvy sill cover/skirt for a reason, to obscure what was no longer a simple curved box section, with some pipework running front to rear.

Biggest headache, though, was the wheels. Retro look demands the Fuchs look but 964's had completely different offsets, hence Paul had to commission a three-piece, 17in Fuchs style wheel, with an offset that pretty much obliterated the classic deep dish Fuchs look. It was a compromise that would in time be overcome.

On the road now and the 300R is bombastic in comparison to the 240C. The big capacity flat-six bludgeons its way through the peaks and troughs of the power curve, starting big and staying big. Apart

The Touring R feels very much like a 964, but with a torque curve boosted by its big capacity 3.8-litre engine. It's got power everywhere

“ The 964 based car is about a more modern driving experience ”

basically. Half way there I hop into the 280R, or PS AutoArt car No2. If the 240C was a straightforward backdating exercise, thanks to the 911's largely unchanged bodyshell, then the 964 based 300 was a real head scratcher. Could it be done?

mixing the look, with a more modern driving experience. It does drive to all intents and purposes like a 964, albeit one with a beefy 300bhp, 3.8-litre engine. The interior is more bespoke, less lightweight, while the exterior is a smoke and mirrors homage.

Bespoke interior is a real step forward. Much of the switch gear is custom machined



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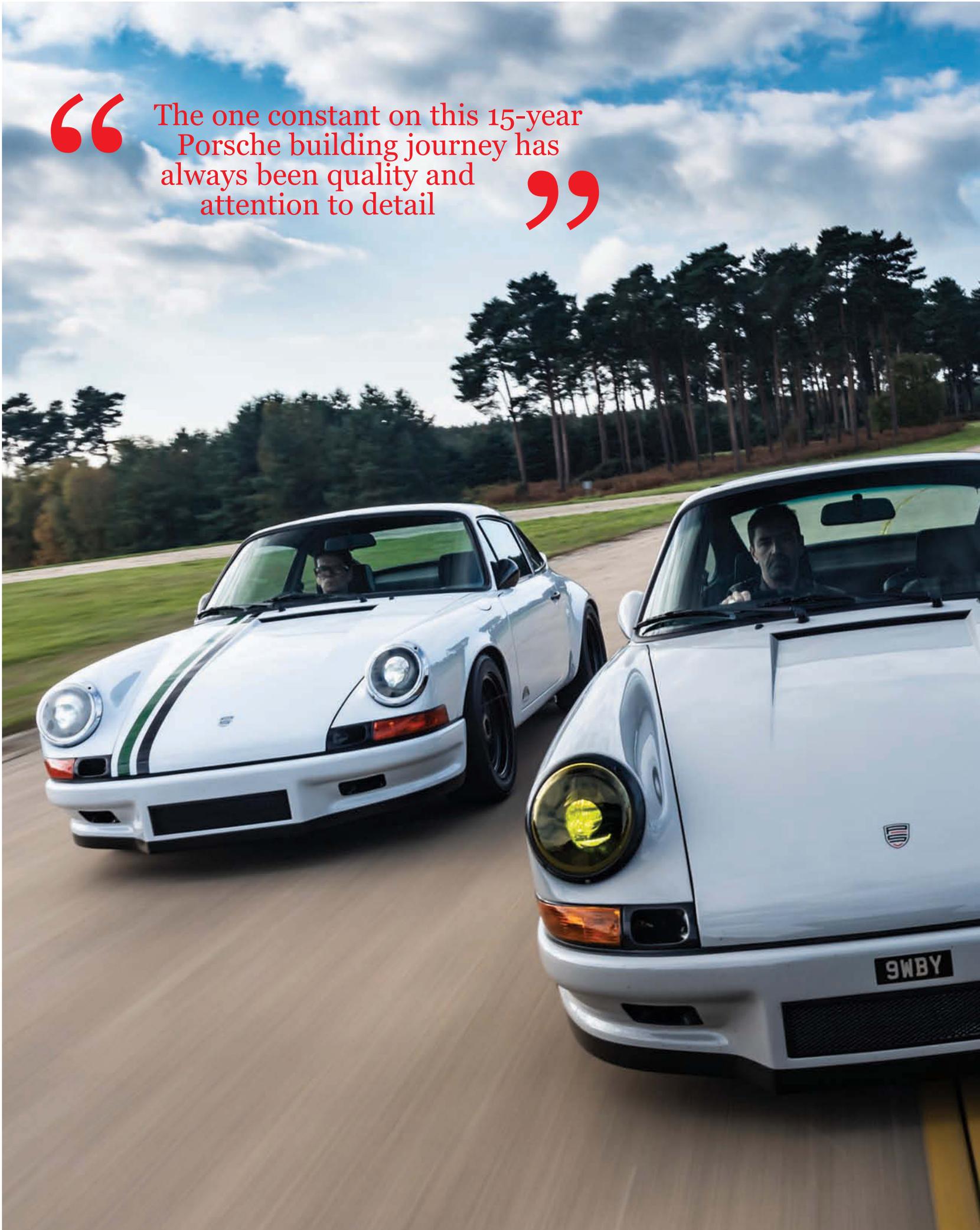
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“

The one constant on this 15-year  
Porsche building journey has  
always been quality and  
attention to detail

”





from that and the visual illusion, it's pure 964 and more so inside where, apart from the corduroy trimmed retro recliners, PS dials and judicious use of leather, the 964's raised central transmission tunnel is the big giveaway. Not that there is or was any intention to deceive.

Like the 240C, the No2 car reflected the market at the time. The 964 was the unloved modern 911 – the 996 of its day, if you like. Donor cars could be picked up for next to nothing and complete and standalone this orange wheeled machine was a £50,000 investment. Different times.

Arriving at Bentwaters and time to take a look at exactly what we've got here. Did I say six cars earlier? Indeed I did, so I should qualify that. That's six PS built cars and an original 911 2.4S, which you can read about in the accompanying sidebar. To the PS built cars, then, and we have numbers one and two, plus another 964 based machine, the Touring R Series II, a 3.2 Carrera based Classic Touring Series II and the two most current machines, the limited edition Le Mans Classic Clubsport and the Clubsport Series II, which is pretty much build fresh, with its first owner, David Webb. Both are Carrera 3.2 based, but there is very little left of what was originally built in Stuttgart well over 30-years ago, save for their

respective bodysHELLS.

You'll note there's a lot of 'Series II' references here, which is significant in that it marks a transition from early outsourcing collaboration, to pretty much full in-house production, from engine building to body and paintwork, very little now is outsourced and what is is commissioned and designed exclusively for PS cars. Throughout this bespoke Porsche building journey of 15 years and counting, every conversation I've ever had with Paul regarding the whole PS concept, the one constant has always, always been quality and attention to detail, and what is clear now is that by taking full control, he's close to that Nirvana. That said, for an obsessive, he is remarkably laid back, tossing the keys out to the assembled machinery and urging maximum commitment and attack. Don't mind if I do...

The 964 based Touring R Series II – or the Monaco car as it is known, due to its commissioning owner's locale – is the original No2 300R evolved and bespoke and a massive evolution of the concept – just note the evolved bodywork, the sills in particular and the more convincing solution to the Fuchs wheels. Mechanically it can be anything from 3.6-litres and 275bhp to 3.8-litres and 350bhp, with either KW or



Ohlins suspension. Everything else is up to the customer, and in this instance dark brown leather abounds together with machined switchgear and a custom four-spoke steering wheel. It's a real Grand Tourer, with an abundance of power. The Monaco tag is perfect, because this is the car that you would happily drive to Monaco.

The Monaco car itself is a few years old now and again things have moved on. The pinnacle is, of course, the Le Mans Classic Clubsport, the car that will be limited to a run of just 10 and presented at the 2020 Classic Le Mans. We've driven it once already, but I missed out so I'm eager for a pedal. Beforehand, though, it's worth taking a tour of this amazing machine with its creator. I'm fortunate that I saw it in build at the PS workshop, although at that time it was somewhat shrouded in secrecy, but the two tone green and black stripes did seem familiar on the smoothed, de-seamed white

body shell. They are, of course, the colours of the Le Mans Classic event.

To be clear, this isn't a backdate, retro or resto mod, or whatever else you want to call it. It's a car that stands alone, a model in its own right. Its original underpinnings are almost irrelevant, such is the reworking of the Porsche original. Sure, a factory built Porsche 911 in the '80s would look hand built compared to a current generation 911, but this genuinely is hand built, from the ground up and virtually every component has been re-thought, re-worked, re-manufactured, even.

Lift the engine lid and Paul points to the towering GT3 plenum stack, which straddles fuel injection throttle bodies, that feed air and fuel to the hungry 300bhp, 3.4-litre engine, packed with lightweight moving parts to facilitate a near 8000rpm redline. The 16in Fifteen 52 wheels conceal modern Porsche calipers and KW Variant 3

suspension, developed specifically for torsion bar equipped G Series Porsches.

The quality of the panels and paintwork is beyond reproach. A shout out here for Paul's long term collaborator, Mark Walklett of Ginetta fame, whose composite work has made possible the modern take on the ducktail wing, with its horizontal satin black slats and front and rear aprons, the latter featuring an extended satin black lip and cooling ducts, which again add a modern look. It's subtle, but effective and categorically no RS pastiche.

Inside, the Le Mans car goes beyond mere restoration. Whole swathes, like the dash top and door cappings are remanufactured, because the originals are these days just too old and distorted to be reused. Other interior trim is clearly custom made like the centre console and sill covers, which morph into the footwell panels. Again all this custom moulding is

**Giving it some! And why not. A Porsche is built to be driven. Let's hope the 10 lucky Le Mans Classic Clubsport owners will give as good!**

**Interior has many unique features and reproduction fixtures like the dash top and door caps. 3.4-litre engine is a masterpiece of lightweight internals and custom injection system**



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the work of Mark Walklett and it really lifts the interior, as do the custom dials, with the rev counter and speedo needles canted back for a full sweep of the dial.

Time to drive, then. Paul has been giving it the full smoke and sideways treatment for the pics, but I'm happy to just enjoy and consider the whole package. But first the noise... It's savage and exclusive to the Le Mans Club Sport, created by the sonic fusion of the GT3 plenum, throttle bodies, high lift RS profile cams, 3.4-litre capacity and its extended rev range. It's air-cooled 911, but a whole new soundtrack.

This collection of parts works, too. That's not to doubt but more an observation of the art of engine management programming. How many times have I driven a car where the mapping works with taps open, but pops, bangs and kangaroos on part or trailing throttle? Too many times, but not with this 3.4-litre confection. It's smooth and

tractable when you want it to be, and downright rude and powerful when the time is right, which on our Cold War test track is any time you like. And while 300bhp is not a lot these days, it is when there's only 970kg to punt around. That said, it still takes a brutal right foot to break the traction and grip provided by the sticky Yokohama road/track spec tyres and the stable platform of the KW suspension.

Special mention, too, for the gearbox, which feels like a precision mashup of the best bits from both the 915 and the G50 transmissions. It's actually a G50, but it combines the more mechanical feel of the 915, but with the decisiveness of the G50 when it comes to finding a gear.

Jumping to the similar spec of the Crayon-hued Clubsport Series II, but with an even gutsier 320bhp, 3.6-litre motor and the fun continues. David is a lucky fellow and I worry him by driving to a halt, saying

my goodbyes and taking off with his car. Only kidding.

It's been a fascinating exercise and a study in development and market evolution. Build them and folk will come and buy them, but at the same time different factions and different kinds of customers will emerge. In many respects it's a microcosm and sub sector of the classic Porsche world and has followed the same boom. At a glance PS builds one and two don't appear to be too far removed from these later machines. But actually, they are simply poles apart. Enough even to justify the leap from the 240C's 2005 £40,000 price tag to the Le Mans Clubsport's 2019 £250,000? The reality is that the early cars still have all the charm and rawness of a stripped back SC, but 15 years on there is a sophistication and precision that comes with one man's obsessive attention to detail and development. **PW**

Very latest build in on trend Crayon from Porsche's latest colour palette, offset perfectly with gold wheels

Below left: GT3 plenum dominates the engine bay. Below: Maximum attack! Right: Paul Stephens is rightly proud of his AutoArt machines





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Words: Johnny Tipler Photography: Antony Fraser

# TRANSAXLE TIME CAPSULE

Three decades ago, the 924 was the entry level Porsche. We drive two iterations over the moors, where cool and competence levels provide compelling evidence that their time has come again



**S**ocial media is a fair barometer of what's vexing and sexing people – from the hysterical to the merely eye-popping – but I was surprised that there were over twice as many “Likes” for the pic I posted of a 924 compared with a hunky 911 backdate. The comments on the 924 revealed much greater fondness, whimsy even, for the front-engined cars; so, time for a reappraisal, methinks.

My snapping colleague and I have come to Knaresborough in the Yorkshire Dales to visit Andrew Mearns at Gmund Cars. There are some very fine classic 911s in his showroom, and yet more (of the basket-case persuasion) going through his adjacent restoration facility. But there is almost exactly an equal number of 924s in the showroom as well: a couple of Turbos, two Carrera GTs, and

a single early standard model. Today, I'll just concentrate on that stock 924 and a 924 Turbo, rather than get waylaid by the later 924S and more rarefied Carrera GT, mainly because, on the face of it, there's a mellow, understated vibe to this particular pair. Our task is to take a run out onto the bleak, shaggy-sheep frequented moorland byways of the Yorkshire Dales National Park and see how they've stood the test of time.

Andrew has a soft spot for 924s himself, proven by his acquisition of this standard black 924, which has quite a back story to it. 'I actually managed to save that car from the scrappage scheme, nine years ago,' he says. 'The lady that owned it had had it from brand new, and she was quite a famous Porsche customer. Her name is on a brass plaque that's still in the car (Natascha Boldero), which was put on it when she collected it

from Porsche in July 1977. The car was serviced either at the Porsche Centre in Monaco or at Charles Ivy in London, because she lived in both places.' The headlights have yellow lenses, testimony to the car running in France where they were mandatory at the time. 'It was kept garaged so it was in very good condition, but it had done 60,000 miles and it hadn't got power steering, so she wanted to trade it in. So, she took it to Audi at Chiswick and they said to her, "excellent, we're glad you've come in your old banger because the government will give you £2-grand to have it scrapped." But she said, "no way, I've had this car from new," and she called up the Porsche Club, and they gave her our number and she got in touch. I said to her, "OK, a 1977 924, is it original?" She said, "well, no, it's not, because I've had to change the tyres, and it's got a different radio





because the radio was pinched." I said, "where are you based?" And she said, "well, our three cars are kept underground at Harrods." A £2-grand Porsche kept underground at Harrods! I said, "right, I'll come and see you. I didn't get your name?" She said, "I'm Princess Natascha Boldero of

When I subsequently contacted Natascha, she was thrilled to hear that 'her' car was still on the scene. 'It was one of the first 924s to come into England,' she told me. 'I brought it in from Switzerland – it was left-hand drive when I collected it from Porsche at the factory, but I managed to get it converted to

Daytona which kept breaking down, whereas the 924 was reliable. It went all over the world, in fact. I used it when I lived in Paris. He hasn't changed the yellow headlights? Hah! I opened the Monaco Grand Prix with it – I was going out with a Formula 1 driver – and it was course car for the 1978 Monaco GP. I used to race Porsches myself, and I drove a Martini 911 3.3 Turbo in the French Sports Car Championship.' I'm suffused by a warm glow: I've never considered the 924 to project any particular royal vibe, but I am beginning to feel it now.

It may be the base model, but there are a number of points of interest. It has highly polished eight-spoke cast-alloy wheels, and the tyres are Firestone Multihawk 185/70x14 all round. It's got chrome window surrounds, smaller mirrors, no spoiler on the rear hatch, and – a feature of early cars – the caps in the rear three-quarter panels for accessing the

JT's surprisingly sober attire matches well the 924 Turbo's brown and, well, more brown interior. Driving position is typical splayed leg 924, with the steering wheel falling into the lap

“ My main car was a Ferrari Daytona, which kept breaking down ”

Monaco." So, I'm a bit incredulous, but I go to London and meet this lovely lady, see the car, and she wants to know what am I going to do with it, so I explain that I'm going to keep it, and nine years later I still have it!

right-hand drive. They are underpowered, but the reason it's a significant car now is that it's an early one and a lot of them ended up on the scrap heap. It has a low mileage because it wasn't my main car, that was a Ferrari



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torsion bars to raise and lower the height of the car. The upholstery is black needle cord pinstripe and in very good condition, commensurate with a 69,000-mile car. The Porsche three-spoke steering wheel is typical of the period, and as for the driving position, I would prefer the steering wheel to be adjustable and slightly higher up so it didn't rub on my legs. 'We've won numerous concours events with it. We've turned down £15 grand for it, so it's easily worth that now because the market's moved on.' Sure, it has, though it's never going to climb to air-cooled 911 levels. But the perception of the 924 is different now to how it was ten years ago; it's not viewed so much as the entry level Porsche, but as a different kind of Porsche, almost in the same way as the Allgaier tractor is a certain kind of Porsche.

Presumably Andrew is seeing a revival of interest in 924s, given the presence of so many on site. 'I do think there's new interest in the car,' he says, 'for a couple of reasons. It's now the affordable classic Porsche, because the entry level for an air-cooled 911 is £50-grand, whereas five years ago a 3.2 or SC was £15-grand and a 924 was about £2-

grand. It's still the bargain-basement Porsche, but there could be a resurgence. As a platform, the fact that its rear gearbox and the engine is quite low slung, mounted at an angle to get it as far back as possible, giving 48/52 (a familiar statistic! Ed) weight distribution, it's a well-balanced car. The regular one, with 125bhp, is not very heavy, and it's a nice car to drive. People are looking at them again, thinking, "hang on a minute, a 924S for £8,995 or a 924 Turbo for £18-grand," and this is entry level money for any decent classic car. In that context, I think the 924 is still slightly undervalued, and in practical terms, as a sports car it's very well put-together, though the Turbo is quite quirky because the turbocharging is quite old school, with a certain amount of lag as it's a relatively big turbo.'

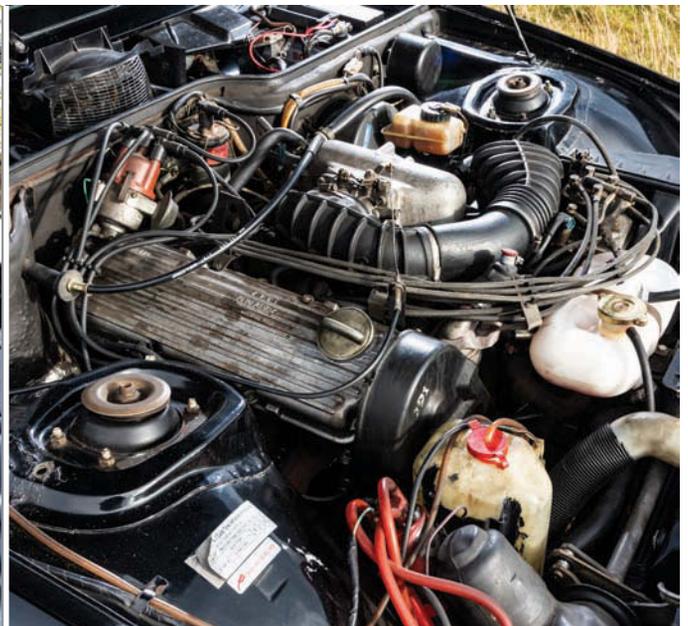
Encapsulating Porsche's expertise with turbocharging, the 924 Turbo bridged the performance gap between regular 924 with 125bhp and the 204bhp 911SC. Launched for the 1979 model year with 170bhp, power rose in 1981 to 177bhp. The 924 Turbo was also designated the 931/932, and production totalled 11,616 units. Our 924 Turbo test car

was recently acquired by Richard Kirk, who's Andrew's right-hand man and has a long history with the model. It's a gen 2 car and has the large lift-out sunroof panel, too. The 2.0-litre straight-four was modified to better handle the extra turbo boost, including lowering the standard 924 compression ratio and fitting a new cylinder head with better flow characteristics, plus an oil cooler. The Turbo has a five-speed 'box, with dog-leg 1st, and I find the slots are much closer than they are in the four-speed. The steering feel and feedback is also different, and it's weighted subtly differently. Among the noteworthy details are the NACA cooling duct in the bonnet and the slatted bonnet front and the slotted valance, which provide air flow to the oil cooler. The Turbo's multi-spoke forged alloy wheels reference contemporary BBS lattice centres and have five bolts, as opposed to the standard 924's four-studs, and are shod with Falken Azenis 195/60x15 tyres all round. The Turbo has a flap over the fuel cap – labelled advocating 98 octane – superseding the regular 924's lockable finger-grip cap.

The colour of this one is called Mocha

Pure 924 and pure 924 shape, before any wings or other adornments. Looks neat and nimble, which of course it is

Below left: Interior fit for a Princess? Apparently so. Basic, too, right down to the manual windows. Engine puts out a fuel injected 125bhp from 2-litres. Not bad in 1977, when a Ford Pinto was considered modern







Black, a deep brown hue that's become quite fashionable recently. The sticker in the back window is that of the supplying dealer, Dingle Garages, Colwyn Bay, and quite avant-garde for 1981. 'There's a few things that aren't practical in modern use like the radio,' says Richard, 'which is quite crackly, but it is the original radio so I wouldn't want to change it.

book. Apart from the Turbo graphic on the sill there's nothing that shouts turbo, not even a boost gauge. The upholstery is Berber check, a nice combination of two-tone brown and beige, which looks like a luxury option compared with the pinstripe in the standard 924. Richard's Turbo history goes back more than three decades. 'If you had a child seat

We motor out onto the upland wilderness for our photoshoot. I take the standard car to start with, and the first thing to get acclimatised to is the seating position which, although the seat is low-slung in the cab, means I am sitting quite close to the top of the windscreen so that my hat is bumping on the sun visor. The pedal position also takes some getting used to, being orientated slightly differently in the pedal box to what I'm used to. The view ahead is interrupted by the pop-up headlights that seem somewhat comical today, though as Natascha reminded me, the Ferrari Daytona she owned at the time also had a similar lighting arrangement. She saw the 924 as a sort of miniature Daytona, and we have to remind ourselves that when stylist Harm Lagaaij drew the 924 in 1973, the Daytona was very much the car of the moment. Performance wise, there's no comparison, of course. The 924's acceleration is reasonably swift, though not spectacularly rapid. There's plenty of torque, given that it's a four-speed gearbox, pulling from quite low down in 3rd gear, and once it's warmed up there's a nice burrr from the

Left: Period polished eight spoke alloys. Original yellow tinted headlights hint at time spent in France

The 924 Turbo gets a rear spoiler, wheel arch spats, side skirts and a deeper front spoiler, not to mention the NACA duct on the bonnet and further cooling slots in the front valance. Still looks neat, though

“ The view ahead is interrupted by the pop-up headlights ”

In the service history there's a handbook for a CB radio so I assume that's what the antenna mount is for on the rear three-quarter panel. It's all the little clues like this that tell you the history of the car.'

Mileage is quite low at 45,000 miles, and though the speedo shows just 15,000, that's because the speedo was replaced at circa 30K, attested by the stamps in the service

fitted in your car, once the child outgrew it they would give you your money back when you traded it in. It was a safety incentive, so I took my Turbo along and said, "right, put a child seat in the back," and they mounted it on top of the transmission tunnel between the rear seats. My daughter remembers those days fondly, and she's in her 30s now! And, yes, I did get my money back.'





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Old school turbo installation, but a relatively pokey 170bhp

exhaust. It's fluent enough through the bends, and I drop from 4th to 3rd to get around quicker corners. The brakes are a bit spongy and not so convincing, though again, I tell myself it's a 40-year-old car. It's swishing and swaying along quite nicely, and through the twistier sections turn-in is easy-over progressive, the steering is accurate and the handling neutral, and there's no inclination towards oversteer or understeer. It's a decent ride, if a bit on the bouncy side. Winding through undulating hill country I'm using 3rd for the most part, and for the corners I'm mostly leaving it in 3rd as well, as it's torquey enough for that to work for most bends, with the need for 2nd on some sharper turns and steep hills above the cattle grid zones. It's also stable in a straight line, and I've wound it up to 70mph on a B-road – and, as luck would have it, I'm blocked by a horsebox at the very point where we pass a speed camera van. Here, in the middle of nowhere, in God's own County. It's an outrage!

Berber trim is a Porsche '70s/'80s favourite. Lattice wheels look the business, until you come to clean them!

Up on the fells of Nidderdale, we swap

over. The 924 Turbo is an eager car; one or two controls to get used to first, such as the dogleg 1st gear and the handbrake being to the right of the (RHD) driver's seat. Like its sibling, personally I would welcome more seat adjustment and to be sitting slightly lower in the driving position. It's a sprightly performer, possibly edging the standard 924 in that regard, with firm ride, nice turn-in to corners where I can balance it neatly on the throttle. The steering is a bit of a battle when turning around in a tight spot, as I do for the moorland photoshoot, but easy enough when in motion, and there's a pleasing delicacy about the gearshift on the move as well. There is a little bit of lag but, really, it's just being in the right gear at the right time and looking for the turbo spooling up, and then you get the power surge. Does it feel much faster than the standard 924? It's meant to be 2.5sec quicker to 60mph, but I'm not sure there's that much in it in practice.

It's evaluation time. I'm burning up the back road from Lofthouse to Pateley Bridge

in the black 924, and it's just one 3rd gear bend after another, holding 3500rpm, and it's more entertaining than it's got any right to be. It's not a stiff chassis exactly, and I should think that, torsionally, it's quite flexible, but nevertheless it does go exactly where I want it to. One of the most outstanding plus-points is that it's driver-friendly: you can do virtually anything you want with it; it's not over-powered, and handling is adequately compliant. The 924 is an easy-going car, once you've got used to the seating position, pedals and so on. It's biddable, no tricks up its sleeve, goes the way you point it, and, in the context of a car from the mid-'70s, it may lack the panache of a 911, but nonetheless it is a character in its own right.

Which one's the keeper? Bearing in mind that Andrew is hanging on to the 924 and Richard is besotted with his Turbo, the question is hypothetical. The basic spec of the standard car and its competent performance is sufficiently attractive to pip the Turbo. The 924? What's not to "Like"?! **PW**





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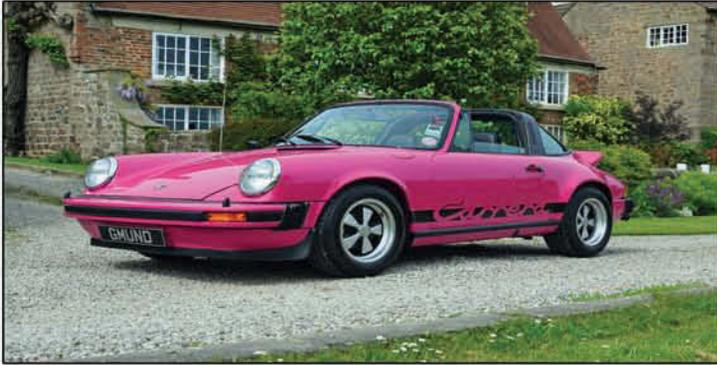


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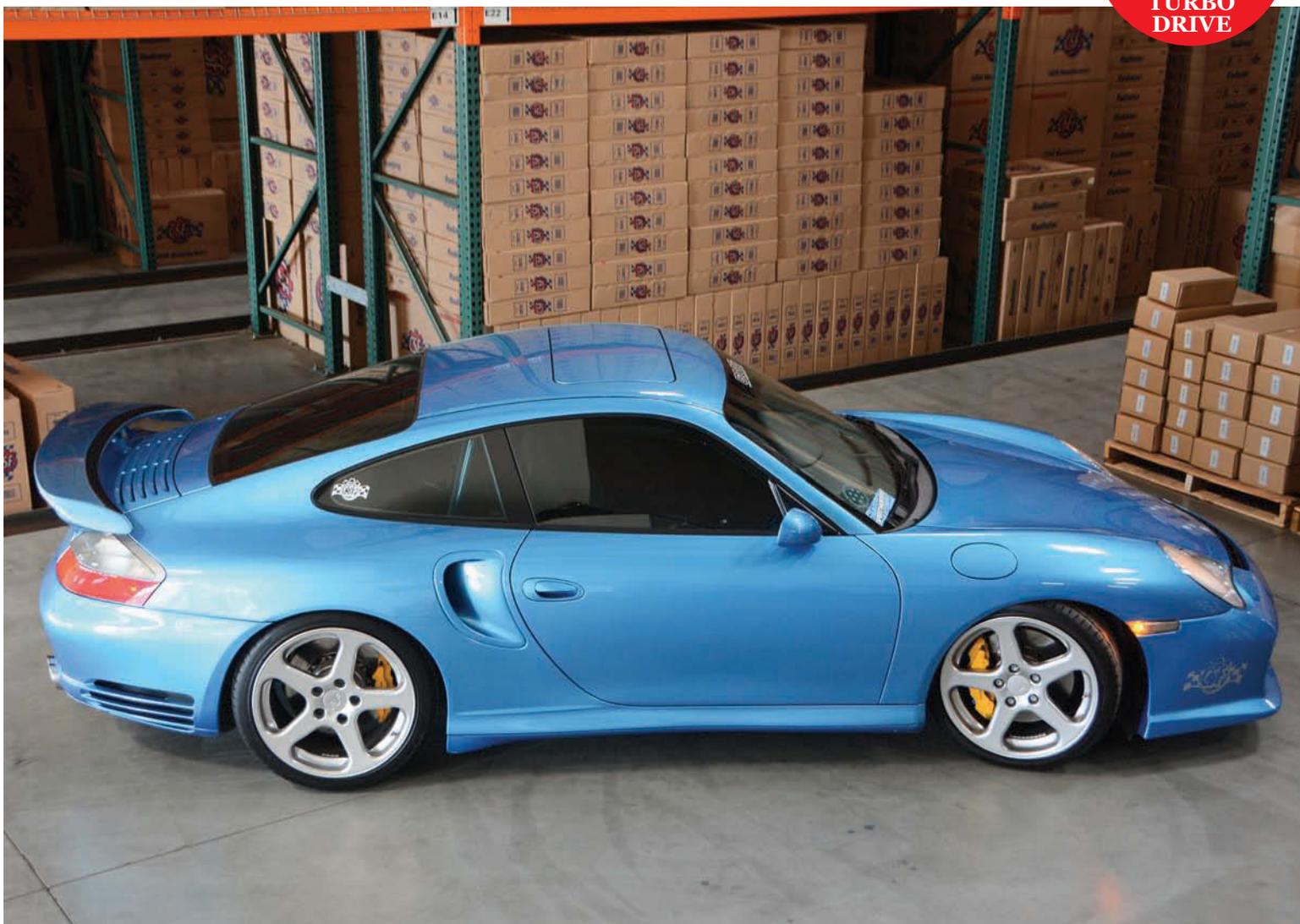
1989 Porsche 930 Turbo Cabriolet  
Baltic Blue, G50, 70k miles. £119,995

Words and photography: Matt Stone

# COOL RUNNING TURBO

When you run one of the biggest performance cooling operations in the world, then you need a Porsche that requires some serious cooling solutions. Enter CSF main man, Ravi Dolwani, and his ultra cool, ultra modified 996 Turbo





The stand out visual feature of Ravi Dolwani's 996 Turbo is, of course, its eye-popping Minerva Blue paintwork

An example of CSF's Porsche radiator range. Ultra high quality, with enhanced cooling capability. Shame to hide it away really

**T**he Porsche 996 Turbo appears to be hitting smoother pavement lately; this model has depreciated to more affordable than new or most classic 911 levels, and serves up tremendous performance. As the first water-cooled 911, the 996 has gone through its Shock and Awe phase with air-cooled-only enthusiast types, and is now finding a more ready audience than perhaps when it was new in 1999. More good news is that its Mezger based engine is immune to all of the IMS bearing risks that can impact several naturally aspirated 996 models. And for most Porsche buyers, this is as close to a 959 as they're likely to own: twin turbos, big power, all-wheel drive and a 6-speed manual gearbox.

Fortunately for Ravi Dolwani, the 996

Turbo has significant cooling needs; it employs radiators, intercoolers and oil coolers, too. Why is this a boost for Southern California based enthusiast Dolwani? Because he's CEO of CSF Radiators, which just happens to produce

it is so very much more than that.

It was delivered to its first US owner in early 2003, and came about fully loaded. The window sticker evidences a \$115,000 base price, with no upcharge for the paint to sample metallic finish (perhaps because it

“ Fortunately for Ravi, the 996 Turbo has significant cooling needs ”

high quality, high performance aluminium radiators, intercoolers and oil coolers. And while of course his fabulous paint-to-sample Minerva Blue Metallic 2002 Turbo wears a full complement of his company's products,

was a factory offered 1970s and '80s Porsche colour already, found on some number of 930s and 928s), Graphite Grey full leather, or the US Emissions package. The Full Light Walnut wood interior group





was a spendy \$7825, and the rest of this car's options list ran the 16-years-ago sticker to \$133,175 – try buying a new Turbo for that now!

Dolwani's car over time had crisscrossed North America and three previous owners before landing in his hands just a few years back, although it has yet to turn its 50,000th mile. Thus it's in many ways still

today. Dolwani has left many of those mods in place, and also replaced or redone a few others; making it much racier, while still maintaining its adult gran turismo persona. The last thing he wanted was a bone crushing, poor riding Turbo that would be great on track days, but miserable for everyday or weekend away driving. Think of it as a home brewed cross between a

rear wing is a carbon-fibre TechArt piece, finished in body colour, all except for a strip of the carbon-fibre weave which was masked off and remains in view – a very handsome touch. The trunk liner is a Schild piece, and the entire front end and headlights are EXPEL clearbra protected, as are other touchpoint and wear surfaces around the car. The cabin is largely stock, save two major adds, and a set of charcoal grey RUF floor mats. The first is an upgraded, Porsche full Alcantara steering wheel, and the second, which you cannot miss, is a paint matched GMG Motorsports roll bar, which mounts the oil reservoirs for the Moton suspension components. Dolwani points out that the lacquer on the wood trim is beginning to check and craze a bit, so he's contemplating refinishing or replacement with genuine carbon-fibre trim bits, to keep up with the level of the sharpness of the rest of the cabin and the retrimmed leather seats.

**CSF Radiators' main man, Ravi Dolwani. You'd be smiling, too, with a 996 Turbo like his!**

Things get more serious in the engine

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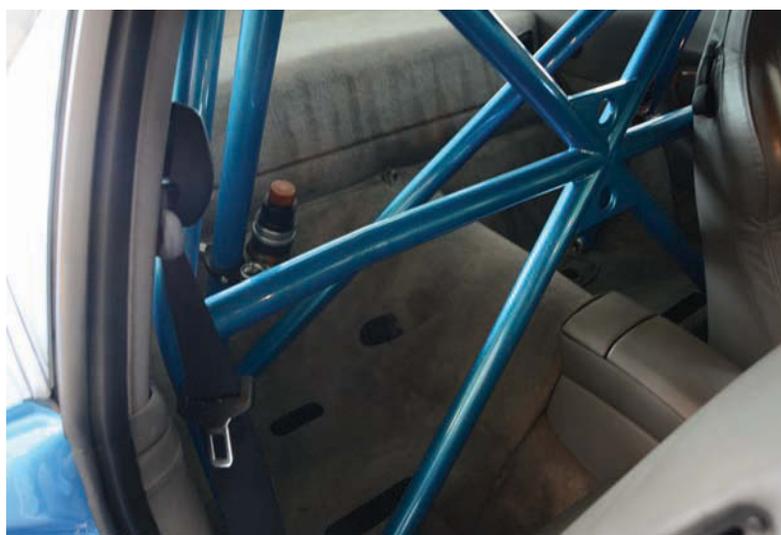
## “ Think of it as a home brewed cross between a Turbo S and a GT2 ”

quite fresh, still wearing excellent original paint (all rust free original body panels remain intact), although the front seats were retrimmed in full leather in 2014. Each owner has modified or upgraded the car along the trail to make it the dazzler it is

Turbo S and a GT2.

Body mods are subtle yet effective, with the car looking the biz from any angle. The front fascia and Aero side window mirrors come courtesy of R Turbo. The rear bumperettes have been shaved away. The





GMG installed rear cage is painted in Minerva Blue to match the exterior. Also supports the remote Moton damper reservoirs. Right: Ravi is considering replacing the walnut trim with carbon-fibre

bay; the stock turbos are binned in favor of hybrid units by UMW employing 997 GT2 turbine wheels; more air through, more air in. UMW also provides the 3-inch intake pipes, and the new intercoolers are 997 GT2 RS pieces. It all breathes in via a carbon-fibre dual intake snorkel airbox, and sits firmly on Wevo engine mounts. Fuel pressure is also cranked up to 5 bar, and the fuel pump is a GT2 piece. The intake diverter valves are forged billet aluminium bits, and the hoses that carry boost are Samco silicone units. Updated/upgraded power steering pump and fluid reservoir come courtesy of a 997. Just to make sure all the electrics were sharp enough to deliver their max best, the O2 sensors, alternator, boost control valve, manifold dual switch, fuel pump relay and battery were all replaced. Naturally, all three radiators are CSF aluminum components, which fit in the stock mountings and locations.

A Speedtech high performance exhaust

system replaces the stock mufflers and pipework for maximum performance with more and better sound quality; the new pipes are finished off with Porsche accessory polished stainless faux twin-split tips for a quad pipe look. The result of the motor mods, all of which are external to the engine, boils out a dyno verified 515 horsepower at the wheels, and a mountain moving 585lb ft of torque – remembering that the engine is still a 3.6, not a punched and drilled 3.8, 4.0 or 4.1. The stock horsepower rating was 415 at the flywheel, not at the wheels. So the 100 horsepower and massive torque gains are real, and make it to the ground.

The factory rolling stock hit the floor in favour of RUF 19-inch five-spoke alloys wrapped by Hankook Ventus V12 evo2 245/35ZR19s front, and Ventus V12 evo2 305/30ZR19s aft. The brakes have been fully updated and upgraded using top shelf Porsche components, with GT3 yellow 6-piston calipers up front, and yellow 4-piston

calipers aft, running Endless MX-78 brake pads front and rear. The slotted 350mm rotors are from Girodisc. A GT3RS has donated its brake cooling ducts.

The suspension has also been given a thorough spa treatment, in the form of mild lowering fore and aft, Moton Clubsport adjustable dampers, Mode camber plates, 450 pound front springs with 700 pounders in back. The new front and rear anti-roll bars are sourced from TPC, and TRG contributed front and rear droplinks. RSS front adjustable upper control arms work in harmony with adjustable front steering arms to address any potential bumpsteer. The rear upper control arms are also adjustable pieces, the whole set up offering maximum tailorability in terms of stiffness, compression, rebound, roll and ride quality.

Even though the engine is internally stock, the transmission isn't; it's been rebuilt and freshened with new steel synchros on 3rd through 5th gears. The shifter and trans mounts are all 997 pieces. A Sachs sport

The lowdown. Ravi's 996 Turbo sits just right. Styling is kind of a cross between 996 Turbo S and 996 GT2





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clutch works with a lightened flywheel. Enough pieces and parts; time to drive. Dolwani's Turbo fires easily as would any unmodified example, burbling deeply from its big pipes, and sounding just that much edgier than a stocker would. The 997 shifter falls nicely to hand, and snick-snicks through the gears. The clutch takeup is smooth and clean while asking none too

on coming in a quick lag free run up to an easy 100mph. From there on, we're only limited by road and traffic conditions; Dolwani has had the car up to "an easy 140" and "150 isn't much beyond that." By any measure, definition or context, this car is fast. Like GT2 fast, or better. Steering response is instant and mush

scoops of crazy fast on top. The big bore exhaust thrums and pops a bit; always there but never too much. Dolwani credits Global Motorsports Group (GMG) for the car's well synthesized build and top notch maintenance, as well as the three previous owners for making mostly smart moves and not ruining it. You won't tempt Dolwani with talk of GT2 RSs, GT3s, 911Rs or 992s – he's happy with his car just the way it is, and now has it right where he wants it. "I think of it as a canvas that's been painted on by four different artists and somehow our visions all came together very harmoniously." His goal was to increase his car's performance over a stock 996 Turbo in every measurable parameter, without ruining it as a semi daily or weekend trip driver. "It's great on the track, but I didn't want a racecar that punishes me on the freeway." Sounds like a guy who not only has what he wants, but wants what he has. **PW**

It's a street machine, not a track weapon, so it retains a level of street compliance

“ The ride quality remains on the firm side of supple ”

many more revs for a crisp getaway. Into second, and foot to the floor really wakes up the turbos. We didn't have the opportunity to instrument test this car, but 0-60 is surely a sub four-second move. A quick shift to third and the boost just keeps

free, the car really responding to all driver inputs. Any notion of bodyroll has been vanquished, yet the ride quality remains on the firm side of supple with some but not harmful increase in road noise or rumble over a stocker. Mature, civilised, with two

Left: Ruf five-spoke wheel is one of the all time great alloy wheel designs. Below: Engine looks externally stock, but there's enough going on out of sight to boost power to 515bhp



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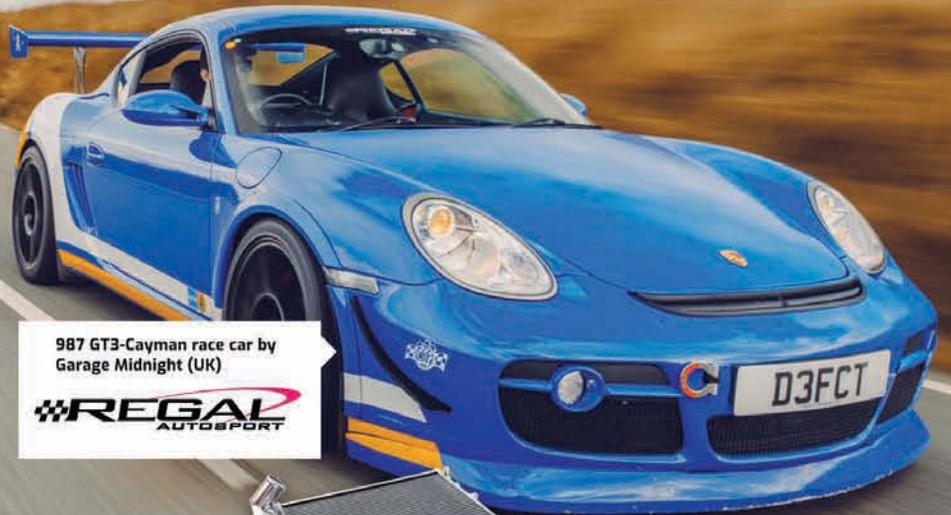
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	Center	7053	7053	7068
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## ALTERNATOR REALITY

Sooner or later, your 996's generator will possibly stop charging the car's battery, and naturally soon after that the engine will either fail to start or else die on you for lack of electrical power. It is one of the easier such problems to deal with, though, and if you do it yourself could cost less than £100. Story and photographs by Chris Horton



**W**inter is a tough time for your Porsche's electrical system. First comes the effort of cranking and firing an engine that might have been standing outside in sub-zero temperatures all night, and then running more or less continuously not just the lights but also the heated rear window and the blower fan – even those lovely heated seats.

Traditionally the first component to expire in such circumstances will be the battery, but by this stage in the game the root cause of the problem could well be the alternator; the electrical generator that should maintain a constant state of charge in the battery, and from the two of which derives the entire vehicle's overall electrical 'health'.

The work is straightforward enough – far more so, in fact, than in many conventional front-engined vehicles (and certainly more straightforward than in the equivalent Boxster or Cayman), and it is not necessary to raise the car on a lift – but there are one or two minor traps for the unwary. And you might well find, as is so often the case, that it leads you into a couple of related areas that need attention. But better that than out on the road one dark and stormy night.

You will know when a new alternator (so called because it generates alternating current, rather than the direct current of an old-fashioned dynamo) needs fitting. With the engine running, the voltmeter in the instrument panel will most likely show less than 12 volts – and even a meter across the battery terminals will struggle to better

that. (An analogue device will do the job, but if you need to buy one then it's best to go for a good-quality digital unit. Sealey – [sealey.co.uk](http://sealey.co.uk) – does a broad range.)

Naturally that will soon lead to starting problems, and eventually – perhaps even during the summer months, when there is generally less demand from power-hungry headlights, heater and heated rear window – to perhaps another unscheduled roadside halt. That could, of course, be the result of a faulty or time-expired battery, or even just loose connections, but both are easy enough to check – the former by any good fast-fit centre. ('Good' in the obvious sense that they won't use the opportunity simply to flog you a new battery, unless you genuinely need one.)

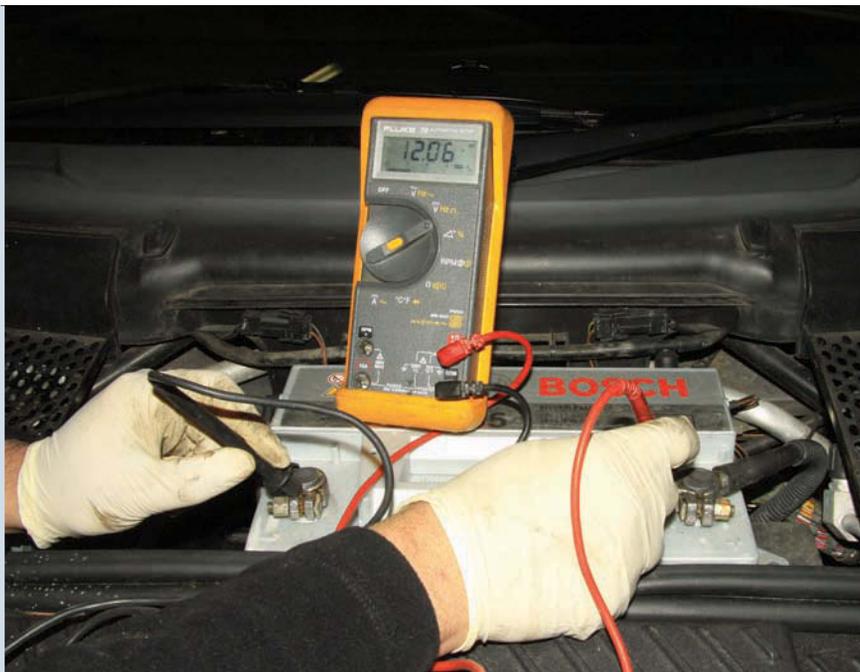
Pitfalls? It is absolutely essential to

The necessarily limited space within the engine compartment makes 996 alternator replacement something of an acquired talent – no two ever seem to come out in exactly the same way, suggests Sid Malik at Porsche-Torque in Uxbridge – but in truth it's not an overly difficult task, and no special tools are needed. A good way to spend a Sunday morning, we reckon, with the satisfaction that always comes from a job well done – and money saved

A low voltmeter reading, even with the engine running, is the classic sign of alternator failure.

Most people will naturally fit a 'new' unit (albeit most likely a reconditioned item), but often it is just a component within that breaks down (usually the regulator), and a good auto-electrical specialist might be able to repair your original generator for less than £100 – see panel on next spread.

Confirm voltage across battery terminals, then detach earth lead to avoid short-circuits. Turn ignition key to 'accessories' position first, though, to prevent the alarm system sounding



disconnect the battery before starting work on any vehicle's electrical system, and particularly so when dealing with the alternator. The latter's main output lead is by definition connected directly to the accumulator's positive terminal, and if while still live it touches any part of the adjacent metalwork, you will immediately have a pretty spectacular firework display – and quite possibly even a fire.

To avoid problems with the alarm sounding (it's designed to warn of any unauthorised tampering with the car) turn the ignition key to the 'accessories' position before disconnecting the battery via the negative or earth lead. (But not, please note, to the ignition 'on' position that immediately follows it.) As we understand it, there is no requirement to maintain a low-current 12-volt supply across the

disconnected battery leads in order later to avoid having to recode the radio – and besides, that would in itself present a minor electrical risk in work of this nature.

The first part of the removal procedure involves taking out the induction system's airbox, and then the polyrib rubber belt driving the engine's ancillaries – power-steering pump, air-con compressor, water pump, and not least the alternator itself.

The alternator seems fairly well buried inside the engine compartment, but it's only the induction system's airbox that needs to be removed for optimum access. Its connection points and other fixings are all pretty obvious; just be careful not to force any clips and so on, and possibly break them. This will obviously be a good opportunity to fit a new air-filter element, or at the very least to blow the dust out. Serpentine polyrib auxiliary drive-belt needs to be removed, as well. Push down on a ring spanner over the central part of the spring-loaded tensioner roller, and belt can be eased off pulleys. Take a photo to show how it later needs to be refitted – or use this as a guide, of course. If you are using the old belt again, mark it with a felt pen to show – and retain – the original direction of rotation. Procedure is naturally very similar in both the Boxster and the Cayman, but in both cases you have to tackle the job via the removable access panel in the rear bulkhead



# TECH: HOW TO



Once the auxiliary drive-belt is out of the way, undo first the long screw securing both the uppermost roller and one side of the alternator, and then the similar screw on the other side of the casing. Detach this electrical connection, too (below, near left)

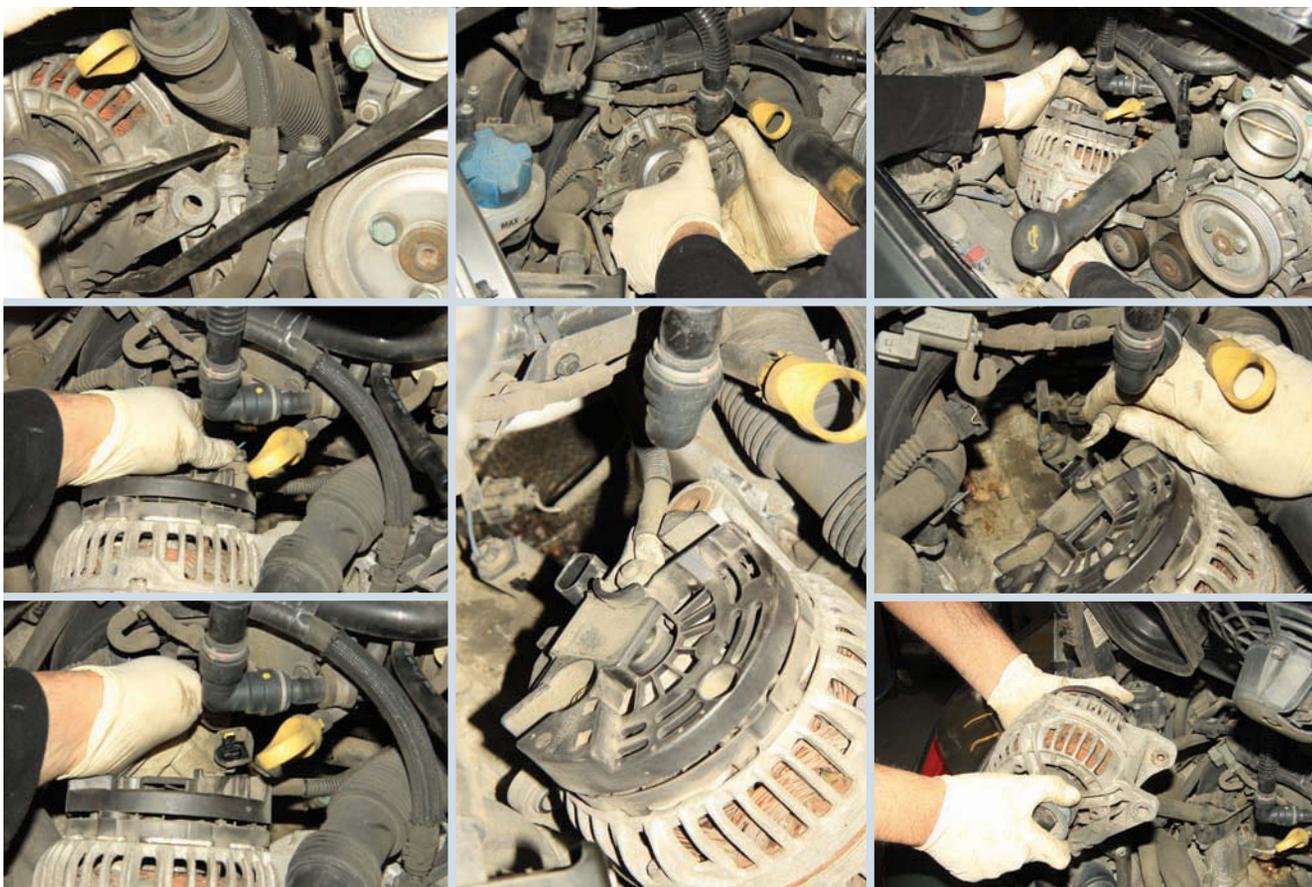
All very easy, indeed, and that last step is literally the work of seconds, but even experts sometimes have to stop and think how the serpentine belt goes back on again, so either make a sketch or better still take a quick photo or two. At this point you might as well fit a brand-new belt, as well. They cost less than £20 if you shop around.

Be prepared to fork out for one or more new belt rollers, too. They are generally

fairly long-lasting, not least because the belt is tensioned automatically, and thus cannot in theory be over-tightened, but you never know. Prices vary, but you should be able to get all three items for less than £150 from Euro Car Parts. The top roller comes off anyway, as part of the process of unbolting the alternator.

On which topic, be aware that the generator is crammed into a very small

space among all the other greasy bits inside the engine compartment. Sid Malik at Porsche-Torque in Uxbridge, whose hands you see in action here, used a large prybar to lever the alternator away from its two mountings. 'Some seem to come out quite easily,' he says, 'but others, even in cars that are outwardly identical in terms of age and specification, can be really difficult. It's just the luck of the draw – but there is



Carefully lever the alternator up and away from the two mounts, but needless to say don't simply force it and risk causing damage. Tie or hold back any cables or pipes that might be in the way, and gently ease the unit out towards you. Pull off this smaller electrical connection (middle and bottom rows of photos, far left) and then undo the 13mm nut securing the main output lead to the battery (and which would, of course, be live if you hadn't disconnected the earth lead). Note which way that lead is orientated, though, or you may later discover that it won't be routed properly, thereby preventing the new alternator from sitting snugly back within its allotted space

## THE KNOWLEDGE

The Bosch alternator Sid Malik fitted came from Euro Car Parts; retail cost is today around £500 exchange including VAT, although as usual there are various alternatives in terms of brand and quality, and so on. Best bet is just to ring, with your car's VIN, and see what's on offer. Note that some cars have alternators with conventional fixed drive pulleys, others with free-wheel devices. Replace with one of the more reliable fixed-hub units if you have the chance. New from Porsche, an alternator might typically cost around £526 plus VAT, again exchange, but some earlier units are available only for outright purchase at – wait for it! – £1714.18 plus VAT.

There is one other alternative to these solutions, of course, and that is to have your

existing generator repaired and/or overhauled as required. We spoke to Simon Hepworth at locally well-known auto-electricians Rees & Allen in Aylesbury, Buckinghamshire, and he quoted us around £85 plus VAT for a new regulator (which is the component that most often fails, it seems), with bearings and pulley and so on at extra cost as required – but all just as affordable. They can also test the alternator (off the car) and/or regulator for just £5 plus VAT, which again could be a big money-saver.

All of their generator (and starter motor) overhaul work comes with a 12-month warranty, and they can also deal with complex wiring repairs, up to and including the making and installation of complete new 'harnesses'.

(The last time this writer was there they were rewiring an Aston Martin Lagonda – that's the ferociously complex 1970s job designed by William Towns.) Note, however, that you will have to remove and refit the alternator yourself – although some other companies might have the facilities to do this for you. But then you've read this story, so why would you need that?

Rees & Allen, should you be in the Aylesbury area of Buckinghamshire and the Home Counties – and we believe they are well worth travelling a few miles for – can be contacted on 01296 483586. Porsche-Torque is in Uxbridge, Middlesex. Call 01895 814446, or go to [porsche-torque.co.uk](http://porsche-torque.co.uk). And our thanks to all concerned for their help with this story.

definitely a knack to it.'

Remember, too, that you can pull the alternator only so far out towards you before having to disconnect the two electrical connections. One is a simple plug and socket job. The other – the main output lead – needs a 13mm socket. And note

which way that lead exits, as well – there are two possibilities, as you will see in the photographs, and it is essential to replace it in the same orientation whence it came.

But that, you will be pleased to discover, is just about it. Even allowing for tea breaks, taking photographs, and generally

not rushing, you will be hard-pushed to spend much more than about an hour on the job. Whether that makes it worth tackling yourself, or handing over to a professional such as Sid is naturally up to you, but only the former gives you the right to say, 'There, I fixed it myself!' **PW**

It's a good idea to vacuum out the dead leaves from the space vacated by the old alternator, if possible.

Reassembly is a direct reversal of removal procedure: connect wires and ease the alternator into its space. Aluminium-based grease on screw threads is the usual sensible precaution against future corrosion and seizing.

The new unit shown here came from Euro Car Parts, for all the usual reasons of price, speed and convenience, but if you have both the time and a good auto-electrical specialist near you it will almost certainly be cheaper to have your existing generator overhauled as required: it may need nothing more than a regulator. (And bear in mind that almost any 'new' unit you buy will, in fact, be a factory-reconditioned item.) We fitted a new drive-belt, too.

Why not, when you have the chance? Restarting the engine immediately pushed the dashboard meter reading to a healthy 14 volts. Job done



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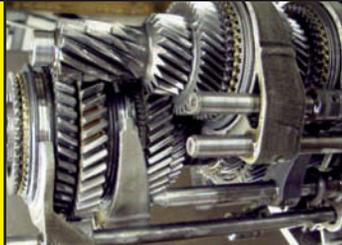
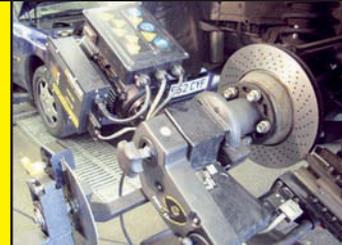
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## LONGSTONE CLASSIC TYRES

Classic cars and classic Porsches need classic rubber and the world's undisputed classic rubber expert is the ebullient, Dougal Cawley, of Longstone Classic Tyres. We drop in for a cuppa and some tyre talk

Words & Photography: Brett Fraser



**S**ix-foot four, bushy of barnet and beard, and possessed of a personal vibrancy that dominates any space you encounter it in, you'll never forget your first meeting with the proprietor of Longstone Classic Tyres: Dougal Cawley is an honourable member of that rapidly diminishing breed, the eccentric Englishman.

It's an eccentricity that colours the public

face of Longstone Classic Tyres, too. If you're the owner of a more modern Porsche then you won't have had call to visit the Longstone website in search appropriate rubberwear as a Google search isn't likely to throw up the name, but as a reader of *911 & Porsche World* (or many other specialist car magazines) you might have noticed the company's print ads – slightly risqué black and white period photographs of attractive and scantily clad

young ladies attending to stricken motor cars.

'Ah yes, funny you should mention those,' booms Dougal. 'We've just been done by the ASA [Advertising Standards Authority] for an ad we've run for the past 13 years. They've banned it on the strength of one complaint – a single complaint! – because the girl in the picture has a "coquettish" look. Ridiculous! I get requests from car clubs all the time asking if they

Longstone Tyres takes great pride in not being a sterile, characterless operation and we applaud such a stance



Far left: Some of the more obscure tools of the trade. Left: Michelin race rubber

Right: Unmistakeable  
Pirelli P7 tread  
pattern. A must for  
any early 911 Turbo  
and SC for that  
matter. Right:  
Longstone also  
distribute Borrani  
wire wheels



can run our ads in their magazines to liven them up.

'Since the dawn of the automobile people have been pinning up smutty posters in their garages, and we were a bit inspired by them. Sexy sells. I mean, look at Michelin's advertising – it says quality and safety and family values. All good, commendable stuff. But what tyres does the passionate driver want on their car? Pirellis! Why? Because their ads are sassier – the tyres even have cool, sexy names like Cinturato. And just look at the tread pattern on a P7...

'We wanted to sell tyres so we adopted a similar philosophy with our marketing, only with a vintage slant. And it has worked wonderfully well, made Longstone ads really stand out. If you have a look on our website you'll find a tab for posters, some a tad more risqué than our ads, and we'll send them out for free to anyone who expresses an interest.'

Eye-arresting ads are but one of the tools of the classic tyre trade: far more important is the wealth of knowledge and experience amassed within the Longstone office.

'Packed with nerds,' hoots Dougal, 'live and

breathe classic tyres and classic cars. The sales team gives proper, learned advice about what tyres will work best on your car and how you drive it, and we sell on quality. We will sell a customer a budget tyre, but only after they've been subjected to criticism and scoffing from the sales staff!

'We've had very wealthy people with extremely valuable cars ring us up asking for cheap tyres. We have to tell them not to devalue their car by fitting rubbish rubber:

we know the car will be better for our efforts, we sleep with a clear conscience.'

Dougal is relaxed about referring to his staff as nerds because he is Longstone's Nerd-in-Chief. My hand has barely touched my tea mug – 'we love a brew around here, we get through three kettles a year' – than we're off on a whistlestop tour of the warehouse and workshops, Dougal talking at the speed and intensity of a racehorse commentator. He's got a lot to tell. The

“ We love a brew round here. We get through three kettles a year ”

tyres are such a crucial component in the overall dynamics of any car, and especially good classics, that this thing that you're passionate about risks being ruined by penny-pinching. We'll always try to talk people into making the right choice of tyre so that they'll enjoy their car at its optimum – the credit card bill is their concern, but as

history of car tyres in general, and of individual car tyre makers. How the technology of tyre construction has changed over the decades, from the barely-wider-than-a-bicycle-tyre rubber fitted to pre-war (that's pre-First World War) motor carriages, through to the advent of radial tyres and on to the pioneering of low-profile



Longstone Classic  
Tyres' self-confessed  
tyre nerd, Dougal  
Cawley



Dougal's 'chain gang' Frazer Nash is a regular on the historic race scene. He often drives it to and from events. He has a half share in the Lotus Elite, which he hopes to race at Goodwood in 2019

high performance tyres by Pirelli and Michelin. And on the subject of that latter company, he explains how the French maker despised the widespread acceptance of imperial measurements for tyre sizes and hung on to millimetric dimensions for as long as it could.

harmony with the chassis dynamics. Cars from those decades rolled through corners much more than modern suspension setups allow, and the contemporary tyres had construction and tread design that complemented that roll. Rear-engined Porsches are often accused of being

the racks, checks their sizes and markings, and from his internal data bank is able to say if they're appropriate for a Porsche, and if so, which model. Very early 356s, for example, roll on a 525 x 16 crossply tyre, the best of which is an Avon Tourist. Later 356s were supplied with a 560 x 15 crossply, but a superior 165 x 15 radial alternative is available – and preferable – these days. Up until 1968 Porsche's 912, 911 and 914 models ran on a 165 x 15 tyre, of which the Pirelli Cinturato CA67 (introduced in 1952) is a good example, as is the Michelin XAS (from 1965).

From 1968 Porsche started to go wider with the tyres for the 911, shifting to a 185/70 R15 specification (one of the first ever 70-profile applications) that Pirelli supplies as a Cinturato CN36 and Michelin as an XWX. For 1973 911 Carrera and RS models were treated to even broader

“ Dougal's internal data bank is able to say if they're Porsche appropriate ”

He also details – with considerable passion – the importance of fitting period-correct tyres to even quite modern classic cars. 'Today's tyres will fit some cars from the 1970s and '80s,' Dougal explains, 'but they're just wrong, they don't work in

snappy at the limit – and comparatively speaking they are – but on tyres that match the suspension's characteristics they are much more manageable and enjoyable.'

As we wander between the towering racks of rubber, Dougal picks tyres from

Below: From 356 to 993, the full gamut of classic tyres suitable for Porsches, with Pirelli CN36 in foreground



Packed racks of tyres. Longstone has everything covered for including historic race rubber (right)



rubber, 215/60 R15, a size catered for in the CN36 range. And then in the mid '80s changes to the suspension of the 911SC saw a switch to 195/65 R15 tyres, a size that today seems pitifully narrow and tall and most likely to grace a modest hatchback. From 1985 Porsche started to offer 16-inch wheels for the 911, a rim size sufficiently popular that Michelin makes an SXMXX3 in 205/55 ZR16 and 245/45 ZR16 formats to fit them.

If, like me, you're of a vintage where you had an Athena poster of the 911 Turbo on your bedroom wall, then a pitstop at Longstone's Pirelli P7 racks is likely to stir old emotions. That evocative zigzag tread pattern can be found on 205/50 ZR15 and 225/50 ZR15 carcasses, and Longstone also stocks a smattering of monster 285/40 ZR15 and 345/35 ZR15 examples. Meanwhile, Pirelli is in the process of finishing development and testing of 16-inch P7s in 205/55, 225/60 and 245/45 profiles for 911SCs, amongst others.

What's interesting here is that both Pirelli and Michelin collaborate with Longstone for the distribution of their respective classic tyre ranges. Which is testament to Longstone's deep knowledge of, and passion for, the classic tyre market.

Because when the sharp-suited executives from Italy and France first rocked up at Longstone HQ, I'm guessing they might have been wondering what they'd let themselves in for: you approach Longstone through what looks like a grubby truck stop in a small town on the edge of Doncaster, and the premises are a section of old factory surrounded by faded shipping containers. And chances are they were picked up from the railway station in a slightly rusty and time-worn Rolls-Royce Silver Shadow with bright red velvet upholstery...

Dougal's strength of personality and boundless enthusiasm clearly convinced both parties that what really counts are experience, understanding and contacts, because Longstone now advises them on what sector of the market they should focus on next. And both Pirelli and Michelin also work directly with Porsche and its testing team to ensure that their classic tyres can be branded with the 'N4' marking that denotes official Porsche approval.

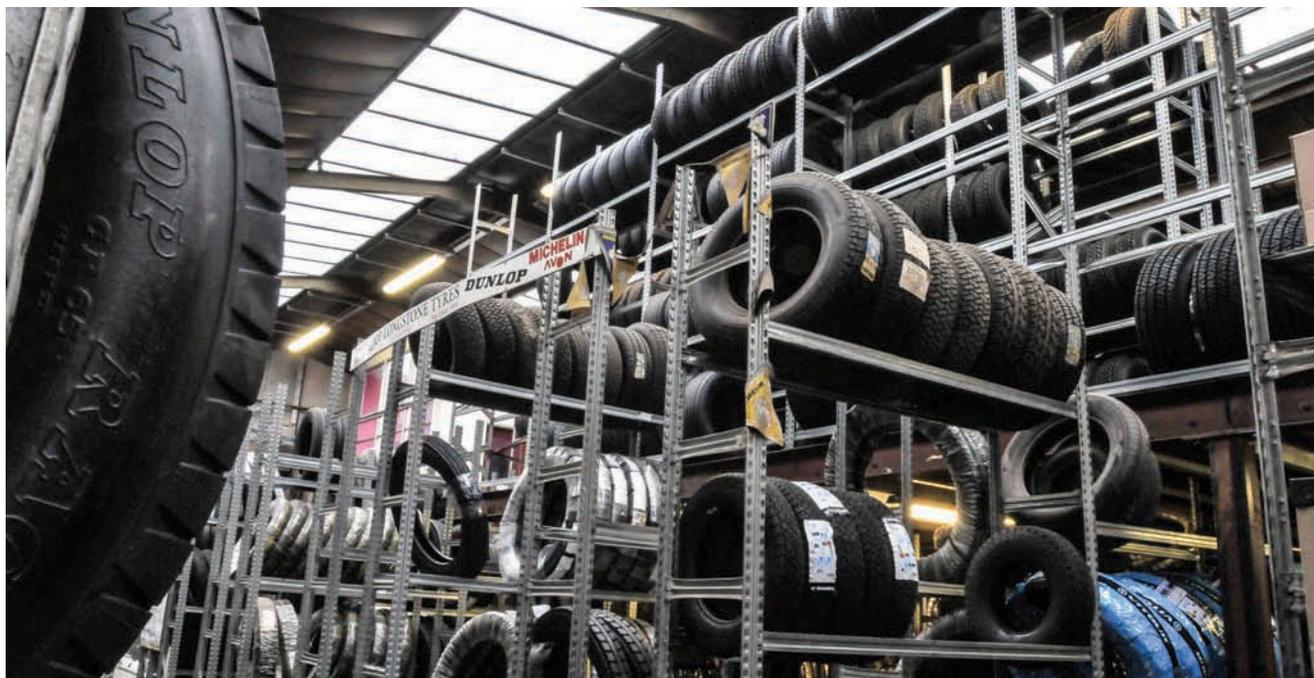
Despite his in-depth knowledge of Porsche tyres, Dougal doesn't own one. His great automotive passion is a battered, paintless and barely-bodied 'chain gang' Frazer Nash special from the early 1930s,

nicknamed Piglet. 'It does have a tenuous Porsche connection,' he chuckles, 'as AFN (Archie Frazer Nash) garage was Britain's first Porsche importer.'

Dougal and his wife Liz – Lucky Liz, as he refers to her – race and hillclimb Piglet extensively in Vintage Sports Car Club (VSCC) events the length and breadth of the land, with Dougal often driving it to and from even quite distant races. He also has a half share in a race-prepared Lotus Elite in which he hopes to compete in the Goodwood Revival in 2019, an Elite road car which may well have been sold by now, and a decrepit around the edges 1930s Ford Model A, in which the family goes trialling.

The rise of the internet means that Longstone does most of its business online and ships around the world – within Europe that shipping is free. It's also a distributor for Borrani wheels, 'probably the best wire wheels in the world'. Dougal concedes he could operate Longstone from anywhere on the planet: 'But I like England, the rain and a bit of dirt; I like grubby old sheds with shithouse cars in them. And as a team we like people, we like them to visit us.'

Should you ever be in the Doncaster area I urge you to take up Dougal's offer; you won't be disappointed. **PW**



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## PROJECTS

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### THE TEAM

#### STEVE BENNETT

996 C2



I'm trying to think beyond the pain of my bodywork woes and planning for the good times that must surely be around the corner. I'll be giving any winter driving a miss though. Not risking it!



#### KEITH SEUME

CAYMAN 981



Been through the 'flat battery blues' – you'll read about it next month, suffice to say I was not amused, especially when I discovered how much Porsche wanted for a new battery. Having a laugh!



#### CHRIS HORTON

924S, 944



Bit of a love-hate thing going on between me and the 'S' right now, tbh. The recently repaired odometer has stopped working again, and then the headlights gave up – just when I needed them most! Thanks for that...



#### PETER SIMPSON

356C



The Porsches have been moved and the swamp has just got bigger. I need some better weather for project garage to move forward; the damp course is ready to be started but it's just far too damp at present!



#### BRETT FRASER

BOXSTER 3.2S



Busy putting together 911&PW's sister mag *Total MX-5*, so the Boxster has been taking a back seat, suffice to say the alarm and locking issues continue. Still, the red Fuchs continue to cheer me up!



#### JOHNNY TIPLER

BOXSTER 3.2S



Take a last look at the grey five spokers on my Boxster here. As you can see in the following pages, I've had my Group 4 Wheels deep dish Fuchs fitted and they look the business. Well I think so...



#### JEREMY LAIRD

BOXSTER 3.2 S



I'm considering moving the 986 Boxster on. Nothing wrong with it, but it will soon fall foul of emissions laws in my home town of Bath. I need something Euro 4 minimum. Boxster 987? Watch this space.



## GETTING THERE...

Things are moving fast with Bennett's 996. Indeed it's very nearly finished, but we'll wait until the next issue before the glossy, fully fixed pics. For now here's more of the gruesome stuff as rot is banished and new metal goes in



### STEVE BENNETT

996 C2

**Occupation:** Editor, 911 & Porsche World

**Previous Porsches:** 911 Carrera 3.2, plus numerous 944s

**Current Porsches:** 996 C2  
**Mods/options:** Ohlins R&T coilover suspension/RPM Eibach adjustable suspension arms, Dansk exhaust, rust

**Contact:** porscheworld@chp ltd.com

**This month:** Worrying about the bill mainly!

**Y**ou join me live at the keyboard, directly after nipping out to see the latest progress on my 996. I've left it right up until the last minute,

so as to squeeze it into this issue, otherwise we would all be waiting until February. Still, the beauty of having a decent body shop just round the corner makes such a dash possible and I've been nipping in and out, off and on, for the past month or so.

You will recall the horrors uncovered in the last issue by Cowhams Car and Commercial. It wasn't for the squeamish or weak of heart as the bodgery became ever more apparent. How does it go? Something like this: 'Modern galvanised Porsches don't rust, unless they've been crashed and badly repaired.' That's the perceived wisdom and that's exactly what had happened with my

996. It had had a shunt and received a new rear quarter. It had actually been attached reasonably well and certainly well painted, but the inner arch/panel hadn't been and as the years had rolled on and the weather took hold, then it started to rust from the inside out so that what started to appear was rust around the wheel arch. Cutting this back it was clear that it had already been repaired once, and investigating further revealed the true story.

After much head-scratching with Barry and Paul at Cowhams, we decided a complete rear quarter, with both inner and outer panels was the answer. That way all the rot could be cut out and new, clean metal could be welded in. The good folk at 9Apart came up with a rear quarter for just £350, including delivery, and Paul at Cowhams set to.

Once the outer skin had been cut back around the arch, the extent of the corrosion



### CONTACT

**Cowhams Car and Commercial**  
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01379 388999  
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**9Apart**  
Unit 4, Field Mill, Harrison Street, Ramsbottom, Bury  
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9apart.co.uk

Above: Happier times! Left: New section of inner arch welded into place. Just the small matter of the outer



Don't say that we don't give you full, frank and painful facts. Inner arch welded in and primed. Far right: Repair to bottom inner panel

Below: New outer arch section welded into place. Repair panel made from all new quarter supplied by 9Apart. Finished, but there's more to come next month

to the inner arch was obvious, but no matter because we now had a replacement to make a repair panel from. The rear section from 9Apart donated three major sections. First up there was a section at the front of the rear inner arch that meets the sill, which had rotted. Paul cut the offending area away and then welded fresh metal in. Fortunately the inner sill hadn't suffered, but Waxoyl was pumped in just because it was exposed and therefore an easy job.

The inner wing/arch was also cut back to clean metal and again a repair panel was made and welded in and then zinc primed.

And then finally, the big one. Paul cut a corresponding section of the outer wing/panel to run from the front of the rear quarter panel/wheel arch, right round to the rear, where the rear apron attaches, tack welding it in place first and then fully seam welding and finishing it off with a light fill. Sounds simple in a paragraph doesn't it, but many, many man/Paul hours went in to rectifying my bad buy and reversing someone else's bodgery.

I suppose I still console myself with the fact that if this was a classic air-cooled 911, then none of this would seem in any way

unusual and it would probably be just a small part of a much bigger restoration operation. I mean, those air-cooled shells can really hide some horrors...

Paul went to great lengths to seal the newly repaired inner arch, where it butts up against the inside of the outer and then, of course, primed, undersealed and waxed. A stopper was applied to the panel, which effectively stabilises the paint surface before primer can be applied and then, with rear window out and everything masked, it was top coat time. Here's a sneak preview, but that's it for now... It's not done yet! **PW**





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## TOTALLY FUCHED

Fitting a set of wheels isn't exactly a technical exercise, but in Johnny Tipler's case, think again, as he sets out to install a set of Group 4 Wheels' Fuchs reps on his 986 S



I couldn't make my mind up at first. Did I like them, or maybe not so much? It's one thing to backdate a 3.2 Carrera to look like a 2.7RS, but it's always going to be tricky to get a Boxster to look like a 550 Spyder or 718RSK. With the current 986 S, I'd already equalled the spec of the 986 Boxster 550 Spyder 50th Anniversary model that Mrs T ran a couple of years ago. Done a colour change, too. Where to go next with it? "Get a set of Fuchs replicas," declared The Dear Leader (AKA editor Bennett in another life). OK, that certainly says retro. But I liked the existing five-spoke 18in Carrera wheels that were refugees from my 996, which I'd had powder-coated grey to set off the Aetna Blue, a classic Porsche hue applied by John Isolda's wonderful Spray-and-Peel bodyshop ("Looks like a new car, mate" is

not an uncommon compliment). Anyway, I'm usually game for a spot of shapeshifting and game changing, so I got on to Jonathan Sage at Group 4 Wheels and he sent me a pair of his 18in Fuchs replicas (front and rear), while I collected a second pair to go on the other side from Paul Stephens where they'd been used for a photoshoot. I specified the Anthracite grey spokes, which I thought would tone in nicely with the blue body colour, and weren't so far off the grey of the Carrera wheels. The set of four were united at Kingsway Tyres, Norwich, where a quartet of Continental ContiSportContacts (225/40ZR18 N2 and 265/35ZR18 N2) awaited them.

What could be simpler? Why the dramas? Let's start with those 996 Carrera wheels. Boxsters could be specified with them, though an inch narrower at the rear,

and because these hailed from the 996 the rears were a bit too wide for the 986, and would only work with 20mm spacers to clear the dampers. There were also 5mm spacers on the front to help match the expanded rear track. So, when the long-suffering staff at Kingsway Tyres came to fit the Fuchs reps from Group 4 Wheels it was obvious that the rim offsets were completely different – the Carrera's being on the inside, and the Fuchs on the outside. However, it appeared that we would still need another set of spacers at the back to clear the dampers and handbrake cable. After much back-sliding underneath the rear of the Boxster, the manager refused to let me out with the Fuchs on. So, I duly ordered up a set of 3mm spacers from Porscheshop, plus new bolts to replace the old longer ones, which had previously had the ends sawn off



### JOHNNY TIPLER BOXSTER S

**Occupation:** Freelance writer, author  
**Previous Porsches:** Carrera 3.2, 964 C2, 996 C2  
**Current Porsches:** Boxster 986 S  
**Mods/options:** Modified induction set up/K&N filters, remapped ECU, Cargraphic exhaust  
**Contact:** john.tipler@paston.co.uk  
www.johntipler.co.uk  
**This month:** Finally fitted the Group 4 Wheels deep dish Fuchs replicas

What do we think? Well, we think the deep dish Fuchs look suits the Boxster rather well and the Anthracite grey centres set off the classic Aetna Blue a treat. Would look even better without the tyre-fitting gunge...

A different view and different car. These are the same wheels as fitted to Group 4 wheel designer, Chris Johnson's own Boxster 986



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to avoid clipping the discs. We had another go. This time there was a decent gap between inner wheel-rim and damper as well as handbrake cable, but now, the rear tyres were just proud of the wheelarches and risked chafing on the steel of the arches. "You can have the arches rolled quite cheaply," one of the guys told me. I contacted Jonathan at Group 4 Wheels who expressed surprise that there were any issues at all, and also my illustrious colleague, Brett "no coffee" Fraser, to see if he had similar issues with his yellow 986 S and its shameless-red Fuchs reps. "Nope," he said; "Just drove mine to Chantilly and back, two up with luggage, and nary a squeak nor a grind did the tyres or wheels make, even on some rough French back roads." And that's with no spacers. OK, then, I decided that's how it's going to be. My Kingsway benefactors heave a sigh of relief and, once again, get their jacks out. The Boxster is lowered by 10mm on its M30 springs but they have a new easy-under jack that doesn't need the plank of wood to elevate the car to allow the jack under. All

Fitting proved to be a bit convoluted, but in the end it was deemed that spacers were not required

spacers now out of the picture, the new Fuchs reps went straight on, no problem.

And, having had them on the car for a few days, they have grown on me. As I drive around, I'm feeling self-conscious in this fresh "look at me" manifestation, and I wonder if their trad metal-petal centres seem to be revolving backwards in the characteristic trompe l'oeil way that old-timer five-spoke Fuchs do. Those lovely concave wide-rim offsets – everything that this teenage boy racer loved and aspired to – makes them seem bigger on the car than the 18in Carrera set. And yet the new ContiSports are actually a tad smaller on the back than the Vredestein Ultrac Vortis on the Carrera wheels. From certain angles they seem to emphasise the length of the car. But, more importantly, how do they affect the driving experience? There is a discernible difference in the feel of the car on the road; it feels lighter on its feet, slightly more relaxed and, by that, I mean less taut, though that's not meant to be a detractor, rather the opposite. But why? Does it feel better because the axles no

longer have spacers to take into account? Is it because it's got a set of brand-new tyres on now? The main thing is that there's no evidence of the rims catching on the dampers or fouling the handbrake cable, so it's all good in that department.

Come January, though, there'll be another swap-over when I get the original Boxster S ten-spokes (or are they double fives?) fitted, shod with their brilliant Vredestein winter rubber ahead of another bash at the Monte Carlo Historique. Next year (Jan/Feb) they've got Matthias Waldegård (son of Bjorn) and veteran Hans Sylvan starring in a 911, commemorating Bjorn's and Lars Helmer's 1969 victory aboard a similar 911. There's always snow in the Ardèche and Alps, and special stages are accessible with winter tyres unless studs are called for. I've used Nokian Hakkapelittas in the past, and last year the Vredestein Giugiaros worked a treat, so it'll be running those till spring comes around and then, come Tour Auto in April, we'll have the Fuchs on again. Got to keep up with the retro boys! **PW**





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## WHEN ANY LEAVES ARE THE WRONG KIND OF LEAVES

There's an old joke, here in Britain, about the 'wrong' kind of snow. It dates from a particularly severe winter about 40 years ago, when many trains were brought to a halt by unusually fine powder snow being ingested into their electric traction motors and control systems. Someone at British Rail – as it was then, long before privatisation – used the now famous phrase in an attempt to excuse the predictable PR disaster and, like weatherman Michael Fish's later and no less famous remark about the October 1987 hurricane, it passed into folklore.

And now, every autumn – or fall, to you Americans – we have the 'wrong' kind of leaves, which no less predictably affect train services by coating the already inherently slippery rails with a greasy slime that naturally has a dramatic effect on both

acceleration and braking, and thus journey times. Never mind that one obvious solution is to chop down at least some of the trees which in many places, thanks to perennial – and short-sighted – cost-cutting, now dramatically overshadow the tracks.

Fallen leaves are a major problem for we car owners, too. If you allow them to stand on the paintwork for too long they will all too often irreversibly mark it, and at the time of writing – early December – some of the rural roads around where I live are as treacherous as if they were covered in black ice or even engine oil. Deceased foliage also has a nasty habit of accumulating in normally unseen areas of the vehicle's structure, blocking drain holes and causing all manner of seemingly unrelated problems. Ask just about any earlier VW Golf or Passat owner.

Or the owner of this 996. By chance, it's the same 'T'-registration Tiptronic car that figured in last month's *Technical Topics*, belonging to a customer of Mike Champion at MCE Porsche in Middleton Cheney, north Oxfordshire (mceporsche.com). On that previous occasion, you will possibly recall, the owner was experiencing a problem reliably moving the shift lever out of 'Park', thanks to a faulty brake-light switch. This time, says Mike, she was back because just a few weeks later the brake pedal itself had become hard and unresponsive.

Acting on an engineer's hunch, Mike's first port of call was the vacuum-operated servo, with its actuating rod located beneath the plastic cover under the trailing edge of the front lid. It was immediately apparent that this area had become the final resting place for not just dead leaves but the

almost soil-like substance into which they inevitably compost. This was completely blocking the (hopelessly small) drain holes provided, and there was an obvious – and suspicion-arousing – 'tidemark' on the concertina-style rubber gaiter protecting the rod between the pedal, inside the car, and the servo itself.

Long story short: the gaiter, while not visibly damaged, was somehow allowing water into the body of the servo, where it had accumulated and, over time, caused the mechanism inside to corrode and seize. The only answer would be a brand-new servo – at around £150 plus VAT and four hours' labour to fit it and, of course, to clear out the drains. Mike was initially hopeful that he would be able to tackle the task without breaking into the hydraulic lines to the master cylinder, but in the event the servo's actuator rod was just

too long to allow the cylinder to be pulled far enough forward to allow that. It was something of a silver lining in the cloud, though, because the brake fluid would undoubtedly benefit from being renewed, too.

So you know what to do – irrespective of whether your car has a suspected servo problem or not. Get out there now, and lift off that plenum-chamber cover to check and clear the drain holes, either by vacuuming out as much debris as you can, or by vacuuming and then blowing out the area with compressed air. Have a long, hard look at the servo gaiter, too (below). Many cars of this period – 986 Boxsters, as well as 996s – would have had an improved servo fitted back in the day, under the provisions of a Porsche technical service bulletin, or TSB, but yours, like this one, might for some reason have slipped through the net.



With 996's plenum-chamber cover removed, and then the battery, it was easy to see the composted leaves blocking the all-important drain holes. Red paint on hydraulic unions suggested servo was the original, superseded back in the day by one with an improved actuating-rod gaiter. Inside of old servo shows obvious evidence of corrosion

## SPRING IS IN THE AIR – OR IT WILL BE IF YOU AREN'T CAREFUL...

You probably won't be overly surprised to hear that I have a substantial collection of car magazines – and not least *911 & Porsche World*. Not quite a full set of the latter, but certainly all of them since I first became directly involved with it, in 1996. I was going to say 'library', by the way, but that suggests rather more organisation than currently prevails. I'll sort them out one day. When I retire. Perhaps.

However haphazardly they are currently stored, they do, though, warrant occasional inspection, as a reminder of what we've done over the years, and sometimes of what we have not done. In my Q&A pages in the June 2014 edition, for instance, my eye was caught by this photo (far right) of a rather odd-looking object and the accompanying short story. Intrigued, I began

reading, and quickly concluded that, nearly five years on, and with the relevant car population ageing accordingly, it will undoubtedly bear repetition.

Our reader was asking why the clutch pedal in his 996 might suddenly have become markedly heavier. He, as the car's regular driver, hadn't noticed, but his wife used it one evening, and she most certainly did. Paul Stacey from Northway Porsche, then one of my primary contributors to this section of the magazine, provided his typically non-nonsense suggestions, and I offer them again here (with a couple of minor amendments) for obvious reasons.

'Breakage of the clutch-pedal "helper" spring is a common problem in all 996s, and 986 Boxsters. This causes the pedal either to become very heavy when you depress

it, or sometimes to make a loud creaking noise. At around £35 plus VAT it's not an expensive part to replace [current Porsche price is £48.27 plus VAT – CH] but it's not a job I would recommend tackling yourself unless you are particularly agile. It's never easy working underneath a car's fascia, and these are no exception.

'You will need to remove the heater pipe that runs under the dashboard – but that's just a case of carefully pulling it down and then out of the way. Next you will need a split-pin, or something similar, that can be pushed into the hole at the end of the shaft projecting from the spring – hidden behind the white plastic casing in the photo shown here. [That casing is there simply to keep the spring in its compressed state before installation – CH]

Push down on the pedal with your hand, and thanks to the split-pin the spring will be pulled out.

'Now comes the rather more difficult part: trying to get the new spring into the slot and locate it, while at the same time pushing the pedal down. Once it is in place, pull the split-pin out before pushing the pedal down again, and that should be that. Reckon on about half an hour's labour if you are paying a specialist to do the job, perhaps a bit more if you are doing it yourself.

'For the record, there are three different springs, depending on the age of the car. For those built up to and including the 2002 model year you need 996 423 081 14. For the 2003 model year alone it's 996 423 081 17, and for 2004 on you need 996 423 018 18. For that reason, it's probably

best to order the spring from your Porsche Centre against a specific Vehicle Identification Number.'



Clutch-pedal helper spring: one of the oddest-looking parts you might fit to your 996 or 986, but no less vital for that

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## MAKING ALL THE RIGHT CONNECTIONS

Another 996, yet another electrical issue. Over at Auto Umbau, proprietor Robin McKenzie was in the closing stages of reassembling the second-hand engine lid of a 911 Carrera project, after having it stripped and repainted. The original panel had comprehensively corroded along its bottom edge, after moisture had crept behind the seam-sealer covering the bent-over metal flange. Naturally this had involved transposing all of the hardware, including that for raising and lowering the rear spoiler, and now the latter

appeared to be defunct. Robin – rather generously, I thought – was giving Porsche the benefit of the doubt, and suggesting that he might have transposed two of the three micro-switches within the mechanism, such that now the electrical system couldn't tell whether the wing was raised or lowered. He had not done so, of course, and it turned out to be an almost impossibly small fault within one of the switches itself: the tiny plastic 'pip' via which the movement of the geared rack actuates the internal contacts had somehow come adrift, killing

the thing stone-dead. Plainly a replacement switch is going to be needed, either new from Porsche or, depending on cost (and availability), another second-hand item, and at the time of writing that remains to be decided. Either way, it will come as part of the engine-compartment sub-harness, and will have to be joined to the rest of the car's electrical system. Luckily, Porsche provides a convenient plug-and-socket connection next to the right-hand gas strut for the engine lid, but this leaves you with the problem of breaking and satisfactorily

remaking the connection to the high-level stop light. At this stage you, and probably I, would no doubt have been reaching for a box of common-or-garden crimp connectors. And in truth those are – when properly fitted – electrically perfectly sound. But Robin is a stickler for originality or, where that cannot be achieved, then something that does at least look as though Porsche itself might have specified it. His choice, then, was one of the same Delphi Metri-Pack devices used for that primary connection, but obviously here just a two-way job.

(They are readily available at [uk.rs-online.com](http://uk.rs-online.com).) In fact, even these blocks require the internal terminals to be crimped to the ends of the wires, crucially after the fitting of the tiny flexible seals designed to keep water out of the entire device. (And there is, of course, a similar presumably synthetic rubber seal between the two halves.) The accompanying photos explain how it all works, and suffice it to say that while I had to leave with the spoiler still not operating, I have no doubt that it will be back up to speed again by the time you read this. **PW**



Robin McKenzie (top left) had assumed that this 996's rear wing had ceased to function because he might inadvertently have transposed two of the mechanism's micro-switches when rebuilding it – that task occasioned by fitting a second-hand engine lid to replace the car's corroded original, and obviously needing to swop over all the hardware. Horton thought that was highly unlikely of a man of Robin's skill – and so it proved. In fact, one of the pair of switches (middle photo in the middle row) had lost its tiny internal 'pip' (arrowed). Whether the car gets a new partial harness or a second-hand one remains to be seen, but either way Robin has prepared the adjacent wiring to the high-level brake light by fitting an easily detachable OE-style connector. There is no place for anything less in any car, and certainly not in a Porsche



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# BUYERS' GUIDE

## 997 GEN 1: THE MODERN 911 COMES OF AGE

**F**or many Porsche fanciers, the 997-model, built from 2004 until 2011, is the ideal 911. Tidier looking with its round headlamps, and better built, particularly in the cabin, than the preceding 996, early examples are also now old enough to be affordable but young enough not to be rusty or laden with expensive mechanical problems. And while refined over the 996, they retain plenty of Porsche "analogue" driver appeal, that was diluted in the electronics-heavy 991 of 2011.

A budget of £20,000 to £30,000 gives you a wide choice of 997s. But you may have heard some horror stories about the M96/M97 engines from the beginning of the water-cooled era in the mid 1990s, so if now reasonable priced, do early 997s make a trustworthy 911?

Here we're looking at the "basic" versions of the gen 1 coupes made until summer 2008, the 911 Carrera carrying over the 996's 3.6-litre flat-six but with output up slightly to 321bhp and 273lb ft torque, and the Carrera S using a new 3.8-litre unit rated at 355bhp/295lb ft. A six-speed manual gearbox was standard; in this pre-PDK era the automatic option was the five-speed Tiptronic

transmission.

An active damper system arrived on the 911 for the first time in the form of Porsche Active Suspension Management (PASM), standard on the S, and coming with the lowered, sports suspension; it was optional on the Carrera. Steering switched from fixed- to variable-rate power-assistance, and wheel diameter on the Carrera went up an inch to 18-inch, wearing 235/40 front and 265/40 rear tyres. The S came out of the factory with 19-inch rims (the first Porsche to do so) fitted with 235/35 front and 295/30 rears; these were optional on the Carrera.

You'll see a wide variation in 997 specs, due to the long factory options list, which included: BiXenon headlamps, Park Assist, a sunroof, Sport Chrono Package Plus, electric front seats, sat nav and telephone module for the PCM, and Porsche Ceramic Composite Brakes (PCCB), the priciest item, at £5349. The cheapest was a Porsche crest on the headrest, costing £103.

The 997 went on sale in the UK in mid September, the Carrera and Carrera S running unchanged until late summer 2008, when the gen 2 models arrived, boasting the new Direct Fuel Injection (DFI) engines and PDK double-clutch gearbox.

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### OVERVIEW

Early 997s are now up to 14 years old but overall have lasted well, reckons Steve McHale, director of Hertfordshire based Porsche specialist JZM. These cars are probably not now covering big miles, which will help.

'I've not seen corrosion on any of them,' he says. 'They have galvanised bodywork, proper PVC coating underneath and the bonnet and doors are alloy.' The electronics are equally durable, Steve feels: 'We've come across a few things, such as wiring loom problems, failed key remotes and engine solenoids, but on the whole the electronics are reliable.' But he does warn that early cars are now into the stage when expensive parts could need replacement.



### THE PROBLEMS

#### Engine cylinder bore wear

On both the 3.6 and 3.8-litre engines the cylinder bores can become scored, leading to excessive oil consumption and a lack of cylinder compression. The problem of scored cylinder linings is widely thought to be rooted in the switch away from the old Nikasil-coated linings used on Porsche's air-cooled engines, the 997 engine's Lokasil linings prone to deterioration, as indeed are the 996's. 'It tends to be the right-hand side as viewed from the rear of the car that fails,' Steve explains. 'The sign of the problem is the left-hand exhaust tail pipe having become blackened.'

There is no cheap fix, the remedy an expensive rebuild. But some 997 engines are completely unaffected, and it is the Carrera S engine that is much more likely to have developed the problem. Steve reckons it's more common on cars that are driven infrequently.

#### IMS bearing failure

The IMS (intermediate shaft) is positioned below, and takes its drive from, the engine crankshaft and provides drive for the oil pump and the camshaft chains. Failure of the IMS bearing can displace the cam chain, knock out the valve timing and cause

anything from bent valves to major engine damage.

'There are very few signs that it is about to go,' Steve warns. 'You may be lucky and see an oil leak from between the engine and transmission, or the bearing might start to make a screeching noise.' Various Porsche specialists offer their own updated bearings, but others prefer to stick to Porsche replacement parts.

#### Suspension

As on many modern coil-sprung cars, springs can randomly break, in the 997's case at the bottom, where they sit in their mounting cup. 'You're not going to notice the problem, but it will be picked up by the MOT tester,' Steve tells us. 'They can also snap higher up, and if it does snap in the middle the car falls down at one side.'

#### Air conditioning

If the two air con condensers mounted at the front of the car on each side, and attached to the water radiators, haven't been replaced, they may well be leaking and not allow the system to produce cold air. 'These are anodised aluminium without much protection, and they pick up a mixture of road salt, leaves and damp, which leads to corrosion,' Steve explains. 'Look for an oil stain on the condensers,

this is the sign of a leak.'

#### Brakes

Has a 997 been hard used at track days? Look closely at the brake discs and if you see micro cracks in the surface then it probably has. 'Discs can last 20,000 miles, but you can cause premature wear in one afternoon on a track,' Steve comments. Yellow calipers denote the factory ceramic brakes. These are hugely expensive to replace, but not many Carreras, especially not the 3.6, had them.

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£15,000-£20,000  
 Multiple owner Carrera and S from 2004/2005 with 150,000-plus miles  
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 2004/2005 cars, around 100,000 miles from general used car dealers. Better privately offered examples  
 £25,000-£30,000  
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 £30,000-£35,000  
 Sub 30,000 miles and immaculate condition. At all ages the S is £2000 more than the Carrera

### RUNNING COSTS, 997-MODEL 911 CARRERA/CARRERA S

(GUIDE PRICE, INCLUDING FITTING AND VAT)

Oil service (20,000 miles): £385  
 Major service (40,000 miles): £485  
 IMS bearing replacement (manual, Tiptronic S): £2138, £1710  
 Engine re-bore with Nikasil cylinder liners: £10,200  
 Front brake discs and pads: £730/£835  
 Air conditioning condensers: £960  
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# UNDER THE HAMMER

This month David Sutherland looks at the sale results of Bonhams in Italy, Silverstone Auctions in the UK and RM Sotheby's in the US, and finds the ultimate 997-model GT3 RS, the very 911 Turbo "Flatnose" that served as a press car in Britain, and a well preserved, early 928

## PORSCHE 911 GT3 RS 4.0

Since its launch the Porsche 911 GT3 has been the benchmark against which every other track-focused car has been rated. There are more powerful, more expensive 911s, but the GT3 represents the sports car at its purest and most intense. In fact, all generations of GT3 arguably rank alongside 1973's legendary 911 Carrera 2.7 RS in the annals of greatest 911s.

Intended primarily for racing, though still road legal, the Porsche 911 GT3 – first introduced almost 20 years ago – can trace its ancestry all the way back through a succession of high performance models to the legendary 911 Carrera RS of 1973. The car takes its name from the FIA's "GT3" category of production sports car racing, and has been produced in a variety of versions since its introduction on the 996-type iteration of the perennial 911.

For 2006 the GT3, by now based on the 997 platform, was extensively redesigned and improved on, and by the end of that year there was also an RS "homologation special" version. Weight-saving measures

similar to those seen on the 996 GT3 RS were applied, while the body was wider than that of the existing 997 GT3, accommodating an increase in rear track.

Unveiled in April 2011, the 911 GT3 RS 4.0 was the final evolution of the 997 GT3. Only 600 cars were built, with a before-extras list price of £124,466 in the UK, £18,000 more than a 911 Turbo of the time. All sold out immediately, this being number 534.

As its nomenclature suggests, this ultimate model was powered by a 4.0-litre engine, the largest ever in a road-going 911, which incorporated the longer stroke crankshaft from the RSR. Maximum power increased by 43bhp over the 3.8-litre GT3 RS to 493bhp at 8250rpm and torque rose 22lb ft to 339lb ft at 5750rpm, the chassis and running gear further developed to cope. On the road this translated into a 0–62mph time of 3.9 seconds and a top speed of 193mph, while the benchmark Nürburgring Nordschleife lap time was cut to 7min 27sec.

Finished in white with metallic grey/red stripes and black interior with red inserts, as were all 600 cars, this pristine GT3 RS

### PORSCHE 911 GT3 RS 4.0

Sale lot no:	25
Year:	2011
Chassis no:	WPOZZZ99ZBS785424
Auction:	Bonhams, Padua Auction
Where:	Auto e Moto d'Epoca, Padova, Italy
When:	27th October, 2018
Pre-sale estimate	€250,000–€320,000 (£218,400–£279,500)
Sold for:	€270,250 (£236,100)

was delivered new in Germany and under two owners has covered approximately 7700 kilometres (4800 miles) since delivery. It was offered for sale freshly serviced and benefiting from new tyres (fitted May 2018).

The extensive list of equipment includes the Club Sport package, 90-litre fuel tank, GT wheels, Porsche Communication Management including satellite navigation, windscreen with tinted filter, roll bar in black, telephone module, front axle lift system, black instruments and floor mats. Presented in "like new" condition, this stunning, little used and ultra rare Porsche GT was offered with German registration documents and all books and service records.

This ultra rare 911 GT3 RS 4.0 made an impressive £236,100 at Bonham's Padua Auction in Italy



## PORSCHE 911 TURBO SE “FLATNOSE”

**T**he 930-model 911 Turbo SE, or “Flatnose”, was a fully bespoke, hand-built option for the 1980s Porsche buyer, and was twice as expensive as a standard 911 Turbo when new.

The car seen here was first registered on 11th November 1985 to Porsche Cars Great Britain on the famous “911 HUL” number plate. The first of just 50 right-hand-drive models, this example was the UK press car for many months and featured in numerous publications, such as *Car* magazine in January 1986. It has covered just 34,241 (verifiable) miles.

Finished in its original colour of Silver Metallic, this example was not only the first delivered to the UK, but featured a number of interesting factory options, including the extremely rare Recaro Ideal “C” seats, special-order, full Can-Can Red leather interior, an engine conversion to 330bhp, and a modified front spoiler and oil-cooler,

with all of these specifications confirmed by Porsche Cars Great Britain.

The car was purchased by its previous (and fourth) owner over 16 years ago in April 1999 at 12,200 miles, and boasts a fully documented service history from new, substantiating the mileage and demonstrating that this example has been cared for by knowledgeable Porsche experts such as Bob Watson Engineering, Steve Bull in Wiltshire, Porsche Centre Reading and Stratstone of Wilmslow. In April 2015 a comprehensive service and check was carried out, plus an air-conditioning service. A new clutch, front discs and pads, starter motor, alternator, ignition box, battery and four Continental Sport tyres were fitted within the last few thousand miles or so. The seller is a true classic car enthusiast, ensuring regular maintenance/servicing over the last few years (including a turbo rebuild), all completed by a Porsche Centre (and their

### PORSCHE 911 TURBO SE “FLATNOSE”

Sale lot no:	341
Year:	1985
Chassis no:	WPOZZZ931FS001063
Engine no:	69F01071
Auction:	Silverstone Auctions, NEC Classic Motor Show Sale 2018
Where:	National Exhibition Centre, Birmingham, United Kingdom
When:	10th November, 2018
Pre-sale estimate	£155,000–£175,000
Sold for:	£166,500

accredited specialists).

It came with its original stamped service books, manuals, wallet, a comprehensive invoice file since 1999, and a number of previous MOT certificates. This historically important Porsche was sold with the original tool-roll, tyre inflation kit, factory stickers, National Panasonic CQ873 stereo, jack, unused spare wheel, and factory wax finish to the inside of the front wings.

Ex-Porsche GB press car, this 911 Turbo SE Flatnose once wore the famous 911 HUL number plate. Sold for £166,500 at Silverstone Auctions' NEC Classic sale



## PORSCHE 928

**T**he first ever production V8 Porsche, the 928, was launched in Europe in 1977 and exported to the US the following year. The muscular yet luxurious coupe was intended to replace the highly popular and highly-strung 911, differentiating itself as a more mature and refined alternative. As if to underline the evolution of the marque, Porsche broke with its penchant for rear-engined, air-cooled engineering by endowing the 928 with a forward placed, water-cooled 4.5-litre engine, capable of pulling the 928 to a top speed of 171mph.

Heralded as one of the world's best grand touring motor cars and the most expensive offering in the Porsche stable, the 928 garnered the singular distinction of being chosen by Warner Brothers as the car driven by Tom Cruise's character Joel Goodsen in the 1983 blockbuster Risky Business.

This 928 may not have been driven by

Tom Cruise, but it does remain largely original, and has fewer than 26,000 miles on the odometer. It is one of the first-generation 928 models and was completed in February 1979, dressed in the stunning Light Blue Metallic (Hellblau) over a black leather interior with the rare and highly desirable five-speed manual transmission.

This superbly preserved, highly original, and unmodified 928 Porsche has all matching numbers, as verified by its Porsche Production Specification certificate. It presented almost exactly as it had done on 31st July 1979, when it was purchased new by Dr Scarella of Berea, Ohio.

The performance and drivability of this 928 reflect the meticulous maintenance it has received for almost four decades with its first owner. The factory Cosmoline treatment, zinc plating, and decals are evident throughout the vehicle, and the paint, when tested, read a respectable 3.5-3.7mils. The leather interior is in excellent

### PORSCHE 928

Sale lot no:	223
Year:	1979
Chassis no:	9289201273
Engine no:	8290972
Gearbox no:	1191945
Auction:	RM Sotheby's, The Porsche 70th Anniversary Auction
Where:	Porsche Experience Center Atlanta, Atlanta, Georgia, USA
When:	27th October, 2018
Pre-sale estimate	\$60,000-\$80,000 (£46,500-£62,000)
Sold for:	€\$57,120 (£44,300)

condition, and the glass, factory Porsche Blaupunkt CR radio, manuals, warranty cards, and keys are all original.

A plethora of seemingly unused factory accessories accompanied the car, including the jack and tools. In 2018, the current owner had correct 225/50R16 Pirelli tyres fitted and commissioned a full inspection and service, plus a 30-hour detail with steam cleaning.

Looking modern even now, this 1977 Porsche 928 – with rare manual 'box – sold for a seemingly modest £44,300



The images and description of the 911 GT3 RS 4.0 appear courtesy of Bonhams (+44 (0)20 7447 7447, www.bonhams.com); the images and description of the 911 Turbo SE appear courtesy of Silverstone Auctions (+44 (0)1926 691141, www.silverstoneauctions.com); the images and description of the 928 appear courtesy of RM Sotheby's (+44 (0)20 7851 7070, www.rmsothebys.com). Sale prices include the buyer's premium

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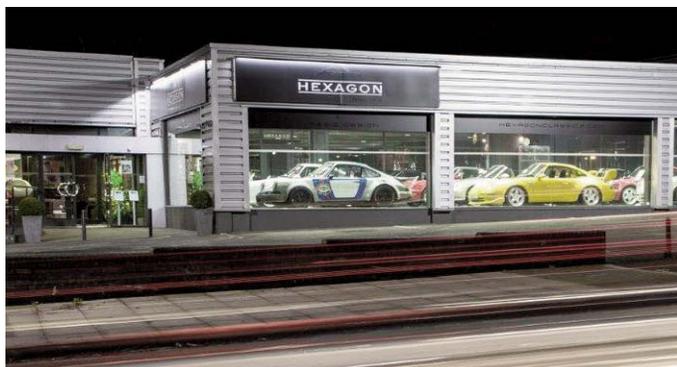
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# HEXAGON CLASSICS

The proud owner of a 911 Carrera 3.2 bought decades ago when they were still affordable, Jonathan Ostroff has a passion for air-cooled Porsches, and anyone who visits Hexagon Classics' impressive showroom in East Finchley will find the very best of these cars on display



**How long have you been in the Porsche business?**

Since 2000. I bought my first Porsche, a 944 Lux, in 1986 and as soon as the opportunity presented itself I joined the motor trade. I worked with HR Owen Porsche at Hatfield and then with Lancaster Bow (later Porsche East London), before joining Hexagon of Highgate in 2006. My best sales year was 2001, when I managed a total of 191 – and that was before we had introduced the Cayenne! I used to visit Hexagon founder and present chairman Paul Michaels' amazing showroom in the late 1960s and '70s (it was an official Porsche dealer then) with my father. Now I welcome the new generations of "father and son" car enthusiasts here every week.

**What Porsches do you specialise in?**

All the interesting ones! We stock everything that we'd like to own ourselves: low and ultra-low mileage classic 911s, 928s, and the occasional Cayman or Boxster thrown in for good measure. The emphasis is on sourcing the best air-cooled cars and niche 997-model 911s, so largely pre-991, but we constantly break our own rules.

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

We currently have a 10,000-mile 2016 Boxster Black Edition for £39,000, and a "1 of 17" right-hand-drive 1973 911 Carrera 2.7 RS "Lightweight" for £995,000. Both offer excellent value, in totally different ways.

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

For investment quality cars that can be enjoyed regularly, I would look towards a low-mileage 997 GTS Coupe or Cabriolet. But the maximum fun for money could even be a 924S!

**Where do you get your stock from?**

Because the company has been dealing in unusual sports cars since 1963, much of our stock comes from private and trade sellers, who want to achieve the best price for their low-mileage or rare cars. We reject many of the cars that we are offered because they won't suit our stock profile, and always pay very good money for the best cars. Our buying team travels all over the globe to inspect and purchase special cars, and our chairman loves having the best selection of classic and modern classic Porsches in stock for customers.

**What warranty do you supply?**

We work with the RAC warranty system, so that we can offer a comprehensive policy that provides really good cover for our customers wherever they reside in the UK. We employ Porsche factory trained master technicians in-house to inspect and work on all our cars, which means that the standard that Hexagon work to is equal, if not better, than those of the official dealerships.

**What's hot currently?**

We cannot get enough ultra-low mileage 997 GTs, Turbos and GT series cars. The best right-hand-drive "Pre-impact bumper" cars are also highly desirable. These cars have to be tip-top though, as customers are demanding the finest "no stories" cars for their collections.

**What's best value at the moment?**

The burning question. Value could be a car that you use regularly and enjoy driving spiritedly, or it could also mean a car that is possibly under-priced in today's market and hence has some growth potential. If you manage to

combine both, that's real value.

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

That would have to be a low mileage, two-owner black 993 Carrera Cabriolet. Its new owner (who incidentally also owns a magnificent collection of sports cars), likes to ring me every few weeks to tell me how much he loves his 993! I don't think that there's been a better modern Porsche series than the 993.

**What car do you drive every day?**

That's where I'm very lucky. It varies between a 911 Carrera 3.2 Sport, a BMW V8 and an original 1963 Austin Mini. Sometimes I'll take out one of the new Lotus cars that we sell, just to re-connect with the brand. Road testing the wide range of our classic cars is a definite perk of the job.

**What are your plans for the future?**

We are very fortunate that Paul Michaels has always been forward thinking and has been a genuine pioneer in the motor business. We are extending our servicing, restoration and car storage activities, as well as working with new technologies such as the latest spray-on/peel-off protection wrapping, which is an amazing process. If possible, we will try to be even more selective with our stock offer, to make sure that we carry on selling the hard-to-find cars that we are famous for.

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The leather on your Porsche's leather seats is looking scruffy, but it isn't bad enough to justify a very expensive re-trim, which in any case would look out of place. The solution is to find a good "detailing" expert, who can revive the existing hide but ensure it stays in keeping with the age of the car – and won't cost a fortune.

One such operator is a newcomer to the business is Könings Detailing in Winchester in Hampshire, run by Michael Laskowski who has 10 years' experience with McLaren and Rolls-Royce as a leather repair expert. A front seat refresh is £150-£200 and a steering wheel £60-£100, but as a promotion he is offering a discount to 911 & Porsche World readers! More information at [konings.co.uk](http://konings.co.uk)



**MAINTAINING YOUR PORSCHE**

**DON'T SKIMP ON A NEW BATTERY**

It's mid winter, and the most likely time your Porsche's battery will start flagging, struggling to start the engine. Time to reach for the battery charger? Don't bother, we say: if the battery is good it won't need charging, and if it's at the end of its life, it won't hold the charge for long, so invest in a new one. Hearing how it powers the starter at top speed is worth the money alone.

How much? An "official" Porsche 70amp battery for a gen 1 997-model 911 is £187.69 including the acid pack and VAT. But Hertfordshire-based specialist JZM recommends the Bosch Silver Top S3 priced at £151, reckoning that this, supplied with a three-year warranty, tends to last longer than the Porsche item.



# CLASSIFIEDS

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## 911



**911 996**  
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**£13,995** P0219/035

**993 C2 Coupe**  
1997 R-registration, manual, only 44,400 miles. Full Porsche service history, comprehensive file of service invoices and MOTs. Silver with black leather interior, Varioram engine. Owned for 3 and a half years, absolutely stunning car throughout, I can email multiple pictures on request. Tel: 07725 733852. Email: piercemark2712@gmail.com (Wales).  
**£63,999** P0219/032

## 924



**924 Turbo**  
One owner, non sunroof model, 1st January 1980, matching numbers, original bill of sale, extensive history file containing the original order acknowledgement letter from Porsche, 123,000 miles, Pasha interior, HPI clear, contact for more details and pictures of this 924. Tel: 07779 911911. Email: info@paulfrench.co.uk (Warwickshire).  
**£34,000** P0219/037

## 928



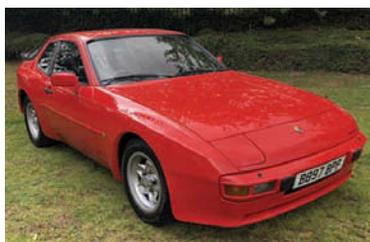
**1992 928 GT 5.0 Coupe**  
Rare manual, genuine 118K with full and comprehensive service history portfolio, metallic Cobalt Blue with contrasting full cream leather piped Sports interior, climate control, sunroof, cruise, absolutely stunning condition throughout, exceptionally rare and desirable modern classic at only £39,995. Contact the Renaissance Sales Team. Tel: 01483 225878, Graham 07801 235272, James 07775 647037. Email: sales@renaissance-classics.co.uk (Trade).  
**£39,995** P0219/019

## 944



**944 Lux 8V collector's car**  
Manual coupe in Guards Red, the car is a one owner on an F-plate and has covered only 5063 miles from new, the condition is as would be expected from an effectively nearly new car and is as it left the factory, the pictures show the car in the washed/leathered condition ie not polished or detailed. The car is fitted with very comfortable optional Sport seats and runs smoothly, the oil was changed at 1000 miles by Malaya Garage in Billingshurst, Sussex and the oil, oil filter, antifreeze, fuel filter and fuel pump were changed a couple of years ago, all documentation is available for review. Due to the unique mileage/condition this car is now considered to be a collector's car and almost certainly one of the lowest mileage 944s still in existence. The price is £34,000 due to its unique sale features, any questions please ask but only serious enquiries please. Tel: 01883 744712. Email: barry.young.822@btinternet.com (Surrey).  
**£34,000** P0219/036

## 944



**1985 944 2.5**  
Only 31,000 miles. The car has been dry stored for 18 years, re-commissioning by a Porsche specialist, call for more details. Tel: 07891 826093. Email: scott.owen71@gmail.com (Leeds).  
**£7495** P0219/025

## 968



**968 Convertible 6 speed manual**  
UK original RHD, full history invoices past 14 years >14,500, 96,000 mls, full history, invoices from 2005 up appr. Power seats/mirrors/windows/roof, toolkit, compressor, all manuals. Last repairs: 89,462 mls: waterpump, radiator, all belts and rollers, shock absorbers rear, all fuel lines £2205; 95,200 mls: starter motor, central door lock, spark plugs, carpets, tyres, brakes, all hoses for brake and clutch, power steering, rebuilt clutch master and slave cylinder, handbrake, painting of rims, front bumper and hood, fender front left, all rocker panels front and rear including sealing, new MOT in Germany (Tüv) €5200. (See classified ad on www.911porscheworldmag.co.uk for list of factory extras). Trade with Ultima Coupe, Ferrari or watch GMT Master, Submariner. Tel: 0049 16098 985969. Email: andgo@web.de (Germany).  
**€16,000** P0219/010

## OTHER MARQUES

**1996 BMW E36 320i Auto Touring high spec**  
Boston Green metallic with nearly new black leather interior, Z4 sports seats, walnut trim, new Alcantara MTech2 steering wheel, staggered 17" BMW alloys with new Avons, Blaupunkt Bluetooth Toronto, genuine M3 electric door mirrors, Ansa exhaust, 325 throttle body, new rad, thermostat, water pump etc, Powerflex bushes, MTech anti-roll bars and cross brace. New MOT, will exchange for 924/944. Tel: 07786 866099. Email: ocallensmith@btinternet.com (Dorset).  
**£2500** P0219/033

**2006 Range Rover Sport HSE**  
Top spec, 170K, big 22" Autobiography alloys, 2.7 TDV6, full leather (heated seats), sat nav, tinted windows, all toys, 2 keys. Tel: 07475 745345 (Tyne & Wear).  
**£6150 ono** P0219/026

## REGISTRATIONS

### PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

98 RSR	911 PYT
300 RS	911 FEG
987 MD	911 MSD
911 EH	CAR232A
REG 911E	911 FJX
S911 LER	930 FF
996 POR	XXX 911C
POR 997T	991 PD
POR 911K	911 RWS
POR 911N	911 MPY
POR 911Y	918 MHH
993 POR	S918 POR
993 RUF	A993 XXX
VNZ 911	TON 997X
964 MC	997 CSS
964 GC	WBZ 911
RED 911H	P993 POR
RSR 911K	CAB 911X
RSR 911T	VOP 911S
RSR 911X	E944 POR
B911 RSR	A911 DPG
RUF 911T	P911 SCH
911 SCR	WAG 944S
RS18 POR	RS68 RSR
GT68 RSR	RS68 POR

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PCGB MEMBER TEL: 07730 007694  
EMAIL: erha300@aol.com

**GOB 825**

**GOB 825**

**'GOB 825'**  
The number plate looks great on all cars, recently on my Golf and will transfer at purchase, could be Grumpy Old B\*stard. Tel: 07798 646936. Email: marc@assetutilities.com.  
**£2325** P0219/007



**Top Porsche or race winner? 'P1 1 WON' just for you**  
Offered for private sale here is the UK registration number 'P11 WON', mine since 2003, it has been used on my race transporter but as I am now an ex-racer (boo hoo) I am prepared to pass it on to a fellow winner. Currently in use on one of our road cars, it is registered with the DVLA on a V5c in my name but I will arrange either transfer to your vehicle or onto a retention certificate immediately cleared settlement is received, I will pay all DVLA fees. Tel: 07766 010662. Email: tvrracer@aol.com (Derbyshire).  
**£24,911** P0219/012

AUCTION/SHOWROOM/CLASSIFIED

# MARKET WATCH

November's Classic Motor Show at the NEC is for the true classic car enthusiast, unflashy and with wall-to-wall "real world" cars and useful products. It also has an auction offering an interesting variety of Porsches, David Sutherland reports



356B Super 90 Cabriolet, £96,750

The Classic Motor Show held each year at the National Exhibition Centre in Birmingham claims to be the UK's 'biggest and best' show of its kind, and few would dispute that. In 2018 Porsche Classic put on a marvellous display of many Boxsters along with classic 911s, all the "transaxle" models and a 914 – but that's not really what the event is about – this is Widget Central, where whatever part you need for your older car is to be found. If you search hard enough.

The same wide variety applied to the auction staged by Silverstone Auctions on the Saturday and Sunday, 10th and 11th November, where 14 Porsches ranging from a gen 2 997-model manual 911 Carrera 4S that you might normally expect to see on a sports car dealer's forecourt (and which sold for £35,438 including buyer's premium) to the most expensive Porsche of the weekend, a 1985 911 Turbo SE, or "Flatnose", which sold for £166,500 (more about

that car on page 115).

The Flatnose, around 800 of which were built between 1986 and 1989 as a tribute to the 935 racing car, is surely a 'Marmite' Porsche – you love or hate the look of it. But now that 930 Turbo values are on the up, they seem to be appearing at every classic auction. The RM Sotheby's Porsche sale we reported on last month offered two of them, and Silverstone Auctions put up three.

Sadly for the vendors, two did not sell. An early example in Minerva Blue Metallic – surely a Marmite Porsche colour – which was one of the 18 right-hand-drive cars built, and with just 33,800 miles, carried a £135,000–£155,000 pre-sale estimate, but its reserve was too high for it to find a new owner. Post-sale, it was on Silverstone Auctions' website with a "Buy now for £159,000" invitation. Seeing as this figure was obviously more than had been bid in the auction, and also exceeded the car's upper pre-auction

estimate, there would be a fair few thousands of wriggle room, we would deduce. The other Did Not Sell was a Guards Red 1989 example with a mere 12,700 miles, and also a UK spec car, expected to make £130,000 to £150,000; £143,750 and it's yours, the auction house said.

And despite 930 values having gone gold lately, two more Porsches ending with DNS status were the iconic wide-bodied 911. A 1977 911 Turbo, believed to be the last 3.0-litre car delivered before the increase to 3.3 litres, had been entered into Porsche's in-house restoration competition by Porsche Centre Glasgow, and had had £120,000 spent on it. It carried a £135,000–£155,000 hope, but its provenance and undoubtedly expert rebuild was not enough to tempt bids up to reserve, and by the Monday it was wearing a £147,200 buy now tag.

A less ambitious price was hoped for by Porsche Centre Leeds, which had entered the

same restoration competition with its 1981 911 Turbo. It was neither low mileage (103,000) nor with any noteworthy history, but it looked absolutely stunning in its Guards Red paint, and Silverstone Auctions said the only reason it didn't use 'Better than new' in the sale catalogue was for fear of being collared by the advertising regulator. It sold for £87,188, bang in the middle of the estimate range.

A 1985 930 tuned to 600bhp and 200mph by DP Motorsport some years into ownership was expected to make £80,000 to £90,000, but didn't, and was being offered at £87,400. The market can be wary of classics altered from their original state.

By contrast, GT Porsches also get bidders going, and the 997 generation GT3 RS is now a worthwhile investment. Even better if an owner did not attend any track days with it. But between £150,000 and £170,000 proved too ambitious for a gen 2 car, even with only 1400 miles from new. It was,

technically, unregistered, the right-hand-drive, lightweight projectile having been delivered in Malaysia in 2010 but not registered, and sent on to a collection in Hong Kong, where it remained unregistered. Its buy now price was £161,000, but at least that would include a service at a Porsche Centre.

We were intrigued to see a three-year-old 991-model 911 Carrera Targa 4S with 11,600 miles entered in the sale. But the reason it was there became clearer when we read the entry in full and learned it had been owned by 'rock legend' and car enthusiast Jay Kay, who bought the car in October 2016 when it was 18 months old. It sold for £79,875, which was in the middle of its estimate range, and even once the £5100 sale commission was subtracted this was still £5000 more than the 'Trade' figure – or what a dealer would buy in at – quoted by used car price analyst Glass. So the Jamiroquai frontman's name in the logbook seems to have enhanced the Porsche's value a little.

In this sale only one car, a 1961 356B Super 90 Cabriolet making £96,750, sold for above its top estimate, and by a relatively modest £6750. Apart from the seven DNS cars, just two failed to hit their lower estimate figure, a 993-model 911 Carrera with Tiptronic gearbox whose £33,750 was £4250 short, and a Turbo Look 964 Carrera Cabriolet which at £54,000 was £6000 below.

So either Silverstone Auctions' negotiators were extremely accurate in their predictions, or the market is flat. Or perhaps a bit of both.



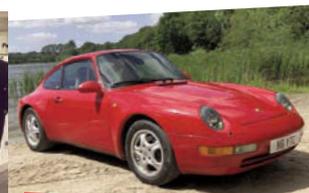
911 Turbo 3.0, DNS, buy now £147,200



911 Turbo SE, DNS, buy now £143,750



911 Turbo, £87,188



993 911 Carrera Tiptronic, £33,750



964 911 Carrera Cabriolet 'Turbo-Look', £54,000

# CLASSIFIEDS

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## REGISTRATIONS

### NLG 99IT

**Registration 'NLG 991T' for sale**  
An interesting registration number 'NLG 991T' for sale, currently on my motorbike but easily transferred, buyer to pay fees. Tel: 07764 229155. Email: peter.bull@horizonaerospace.com.  
**£850** P0219/038

### P911 AFC



**Porsche 911 Arsenal plate**  
Great plate for any Porsche 911, lovely plate for any Arsenal fan, the ultimate plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now (phone call only, do not text as they will not be received). Tel: 07040 902029. Email: ticktock88@ymail.com.  
**£3500** P0219/021

### LEZ 911

**'LEZ 911' registration for sale**  
Until recently on my 964 but have now decided to sell the registration, on retention certificate, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.  
**£3500** P0219/039



**Boxster 987 owners!!!**  
The finishing touch for your first or second generation Boxster 987! A dateless registration number that can only increase in value, on retention. Tel: 07763 719646. Email: pbeb@freeuk.com.  
**£1750** P0219/042



**Cherished number plate 'R911 TUR'**  
Plate is currently on a car but can be reassigned very easily, looks awesome on the car. Tel: 07790 469507. Email: a5h911@aol.com.  
**£7500** P0219/041

## REGISTRATIONS



**Number plate**  
Number plate for sale, 'F4C ME', call for more details. Tel: 01246 590698.  
**Offers** P0219/024

### J4XXO

**JACKSON, JACK, JACKO, JAXXO**  
Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value. Tel: 07858 580557. Email: saltydog1@ymail.com.  
**£1800 ovno** P0219/016



**'P911 PAV' registration**  
The last missing piece of your marvellous Porsche 911, a privately owned P911 registration on retention with all fees paid until 2027, suitable for all cars from year 1996+, please note that the car is NOT included. Personal pickup of retention certificate with cash payment or next-day delivery with prepaid bank transfer available, price negotiable. Tel: +44 7872 334017. Email: hball62@hotmail.co.uk.  
**£9110** P0219/001

### P911 FON

**'P911 FON'**  
Cherished registration for sale, on retention certificate, for immediate transfer. Tel: 07792 872996. Email: alan.gammon@icloud.com.  
**£2500** P0219/006



**'PR06CHE'**  
Private plate 'PR06CHE', see photo. Tel: 07976 245570. Email: peter@eccowindows.co.uk.  
**£6000** P0219/040

## REGISTRATIONS

### DUN 911S

### DUN 911S

**'DUN 911S' registration on retention**  
Classic 911 plate available for immediate transfer. Tel: 07968 145690. Email: andy.stafford@talk21.com.  
**£4950** P0219/044

### 98 BS

**'98 BS' registration on retention**  
Personal seller, for a speedy response email offers to: gotalottosay@gmail.com.  
**£9000 ono** P0219/003

### MIO SWAN

**SWANN or SWAN**  
Super number plate for anyone named SWANN or SWAN. It isn't often that you can get a perfect name plate, so grab this whilst you can, on a long running retention certificate. Put it on your car now or save it for later, at just £1699 it is a real bargain, excellent investment for the future, pass it on to your children. Tel: 07858 580557. Email: saltydog1@ymail.com.  
**£1699** P0219/015



**'BOX 533R' number plate for sale**  
Ideal Porsche Boxster registration number for sale, plate is currently on retention. Tel: 07736 773776. Email: nicholahutson@btinternet.com.  
**Offers above £2500** P0219/043

## REGISTRATIONS



**'JAZ 4911' private number plate**  
Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com.  
**£1000** P0219/009

### POR 82T

**'POR 82T' cherished plate for sale**  
Drive a 1982 Porsche? The best plate for an '82 Turbo or Targa! On retention certificate ready for placement, DVLA fee included. Tel: 07739 642684. Email: richard@db9.org.uk.  
**£2995 or offers** P0219/008

### JJI 9115

**Registration for sale**  
'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.  
**£2000** P0219/011

### RSL 911C

**'RSL 911C' RSL 911 Carrera plate**  
The ultimate plate for your RSL 911 Carrera or recreation, available for immediate transfer or on retention for use at a later date, £5850 inc vat and transfer. Tel: 01289 309930. Email: grahamedmundson@gmail.com.  
**£5850** P0219/014

### GT03 DKT

**'GT03 DKT'**  
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.  
**£350** P0219/023

## PARTS

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# TRIED & TESTED

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911 996 CARRERA 4 MANUAL \* 2003 '03' \* 84,441 MILES £17,995



**T**his 996 stands out in any crowd because of its colour: Orient Red metallic was a new shade and standard for the facelift (3.6) 996, but few buyers specified it for it has not subsequently reappeared. The colour alone particularly when combined with a dark leather interior makes this mid-priced 996 worth a second glance. A four owner car, the last since 2012, it lived in Yorkshire until 2011, where it received largely Porsche Centre attention; subsequently based in south west London it has continued to receive scheduled servicing from independent garages where the only recognisable stamp is from Parr. The most recent owner, Andrew Champion, carefully filed all the invoices for his six years, always a good sign. Vendor Eporsch has nevertheless carried out extensive preparation: as well as a major service, it has replaced the front top mounts and the left 'tuning fork' – the upper suspension arm as well as renewing an exhaust gasket. "Not the sort of things that appear as MOT advisories," says Roly Baldwin of Eporsch, "but we know how the suspension can creak on older 996s so we like to renew these parts before we sell."

In fact Eporsch preparation went further than that extending to a very careful respray of the front wings and bonnet. Paint matching has been well done, the fried egg lights polished up and the overall effect is impressive. The interior too is

entirely in keeping: after fifteen years the stock 'plastic' 996 cabin can look its age, but here the original investment in full leather has fully justified itself, the surfaces, even the steering wheel unmarked and only the driver's seat revealing any signs of wear. Outside, Bridgestone Potenzas look half worn, on closer inspection the elegant 18 inch alloys are corroded, but the wheel nuts are, like the front discs, new. The rear discs show some wear. The engine is clean and dry if exhibiting some surface corrosion underneath; the boot, reassembled after the front end respray, is spotless.

Underway this 996 feels smooth and belies its 84,000 miles. Of all the 911s, the 996 must have generated the most critical column inches when it was new: after 20 years it is not so obvious what the fuss was about. Your correspondent was reminded very much of his 993: without the engine fan the 996 is obviously quieter inside, but the controls, the heavy clutch, the steering and the response and even torque curve of the engine, not to mention the 996's dimensions, all felt very familiar. Not so different from the 993 as improved – the gearchange at low speeds less heavy, the car easier in traffic, the engine both slightly more flexible yet ready to rev further. This Orient Red example is well set up and only the occasional clonk from the rear when negotiating Surrey's potholed roads betrays its age. This is the C4 and the sensitive driver will immediately notice this in

## CHECKLIST

### BACKGROUND

The 996 was always controversial in its lifetime. No matter that the new 911 was junior supercar fast – 4.7s for the 0–60 dash and 174mph on the Autobahn, its detractors, who were vocal, decried its "bland" styling and what they saw as the sanitising of "their" 911. When cooling problems and then later the IMS appeared, they had a field day. But Porsche was never distracted selling the cheaper-to-build and more accessible 996 at twice the rate of the 993. Since those days aftermarket fixes have abounded and the relentless addition of more and more technology between driver and road with each new model means that attitudes to the 996 have changed: now the entry to 911 motoring, the 996 is today appreciated for its neat, clean design and, if its cabin feels dated, it is still a proper analogue sports car in the 911 tradition. Not many will say that about the 992 which dwarfs that first water cooled 911.

### WHERE IS IT?

eporsch.co.uk 01483 487738

### FOR

Solid, well presented manual gearbox car in very rare (original) colour. Consistent service history

### AGAINST

For many the C2 offers a more pure driving experience.

### VERDICT

Eminently usable entry-level 911 unlikely to depreciate further

### VALUE AT A GLANCE

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

the steering: it does not seem to lose any accuracy, but you feel the additional mechanical forces of the four wheel drive even though most of the torque is directed to the rear wheels. Given a (rare) stretch of clear road, this 996 revs readily to 7000 rpm and the 3.6 for all its reputation has lost none of its zest. Indeed apropos that reputation, Eporsch says it has barely seen an IMS problem in fifteen years – "now bore scoring, especially 3.8s, we do see those," says Roly Baldwin.

The asking price buys a much younger Cayster, but it wouldn't be a 911 and the rare shade makes this 996 quite exclusive and all the more deserving of active retirement: a fine second car perhaps. **PW**



# CLASSIFIEDS

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## PARTS



**Titanium wheel bolts/Winter tyres**  
A set of World Motorsports aerospace quality titanium lug bolts for 997s. Only been fitted once then removed so they are as new. £250 (should fit 996/986). Four Vredestein Guigiaro design Wintrac Xtreme winter tyres, 245/40 R18. These are ex Audi R5 and have only had a few months' use, all tread is 5 to 6mm and come with their own covers for storage, excellent condition, £120. Tel: 01403 217297. Email: [graham@kerrhouse.co.uk](mailto:graham@kerrhouse.co.uk) (West Sussex). P0219/045



**Cayenne winter wheels**  
Complete set of 4 genuine Porsche Cayenne alloys with Pirelli Scorpion Ice & Snow 255/55 R18, excellent condition with no damage and approx 5mm tread, supplied directly by Porsche December 2014. Tel: 07808 700772. Email: [ggburman@hotmail.com](mailto:ggburman@hotmail.com) (Essex). £450 P0219/020



**Porsche 964 Cup 1 wheels with tyres**  
Set of 17-inch Cup 1 wheels from Porsche 964, believed to be Italian made Mille Miglias, 7.5 fronts and 9 rears, all very good condition apart from odd stone chip on wheel faces. Fitted with Yokohama AD08 205/60/R17 89W fronts and 255/40/R17 94W rears, all with 6mm tread. Tel: 01325 377125. Email: [petergherbert@outlook.com](mailto:petergherbert@outlook.com) (North Yorkshire). £650 P0219/047

## PARTS



**Boxster hard top for sale**  
To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: [pr@trade-events.co.uk](mailto:pr@trade-events.co.uk). £995 P0219/022



**Complete gearbox for 1964 Porsche 911**  
All complete, in good condition, no broken parts. Tel: 07537 129889. Email: [dd6557680@gmail.com](mailto:dd6557680@gmail.com). £15,000 P0219/046

**Cayenne spare wheel**  
Genuine Porsche Cayenne alloy wheel with Continental Sport Contact 255/55R18 tyre, no damage or repairs, 4 - 2.5mm tread, used as full size spare, pictures available. Tel: 07766 160594. Email: [mawarman@supanet.com](mailto:mawarman@supanet.com) (Derbyshire). £65 P0219/034

## MISCELLANEOUS



**Back issues 911 & Porsche World + Evo/Car**  
I have lots of magazines for whoever gets them first. I subscribed to 911 & Porsche World not long after I bought my C4 in 1992 and have about 8-10 years of magazines, some issues probably lost, bundled in with all of them are issues of *Evo*, *Car*, *Top Gear*, *What Car* and *Car and Classic*. I am downsizing and everything must go, picture only shows half the mags! Buyer collects (in big car!). Tel: 07717 646008. Email: [katwa@hotmail.com](mailto:katwa@hotmail.com) (Staffs). £50 P0219/013

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# TRIED & TESTED

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

**TRIED & TESTED: BOXSTER S 987 \* 2005 '05' \* 74,046 MILES £10,995**



**T**he 987 was a significant advance over the 986, the new model's revisions to chassis and suspension sharpening the Boxster's already much praised handling as well as introducing the better cabin first seen on the 997. Among exterior styling changes were new headlights and a deeper grille, while work on the induction system once again raised output, the S's now rated at 280ps. This Basalt Black Boxster S is one of the last of the 3.2s: the following year it would be replaced by a 3.4 (effectively an updated version of the original 996 design) which it would share with the newly launched Cayman S.

At first sight it is hard to believe this is a thirteen-year-old: the paint is positively lustrous and the hood has also received attention from JR Motor Company's tireless detailer. Externally there is barely a mark to be seen and the cabin is almost as good: leather interiors always seem to wear better than other materials and both this car's owners appear to have looked after it. Supplied by Porsche Chiswick in 2005, the service record shows two services carried out by Chiswick then under a second owner, three services by Hatfield and two by servicingstop.co.uk, an operator who collects the car and returns it the same day. The most recent attention was by Hatfield in October 2017 and

72,549 miles. The records show five brake fluid changes and the brakes themselves have ample disc material. Tyres are Michelin Sport Pilots which look fairly recent. 19 inch Carrera S slotted wheels are both eye catching and spotless.

The beautifully ergonomic yet intimate 987 cabin is enhanced here by Porsche's tasteful deployment of leather fittings and a full specification which includes a Bose sound system and automatic a/c. Turning the key produces a distinctly rorty note from the exhaust, quite exhilarating with the roof down and leaving no one in any doubt that this is a proper Porsche. Underway everything suggests a correctly maintained car: steering and suspension are taut, the gearshift has little of the slack that often betrays high-mileage and the 3.2 is responsive, revving eagerly when asked, but also displaying noticeably more torque than the smaller engine 987s, making the Boxster a car honed for driving also a relaxing boulevard cruiser. Vendor Ian Robertson says he always asks his customers for first refusal when they come to sell: "I might not make huge money by the time I've prepped a car to my standards, but if it's one I've sold before, I knew the car and I can often get a better margin." He will then be looking out for this handsome black S some time in the future as it found a taker the day after our visit. **PW**



## CHECKLIST

### BACKGROUND

Platform sharing is now the name of the manufacturing game, but almost thirty years ago when Porsche decided that to survive it would have to go this route, it was an even bigger decision than abandoning air-cooling. The upshot was the 986/996 model range which renewed the eternal 911 and endowed Porsche with a vital and competitive entry level model. Launched in 1996, the Boxster would exceed all expectations at its first facelift, Porsche increased capacity to 2.7 litres and introduced an S model: retailed at 15% more, this offered a larger 3.2 flat six and an altogether more potent 252bhp. Variocam from 2003 helped increase output of the S to 260ps and by then a six-speed was standard with a five ratio Tiptronic option.

### WHERE IS IT?

JR Motor Company is just off the A45 at Allesley on the western edge of Coventry. Proprietor and Porsche enthusiast Ian Robertson, whose father also sold cars graduated from Saturday car-washer to working as a technician for Tom Walkinshaw's TWR. After some years in the US he returned to his native heath, buying the derelict site at Allesley in 2010 and transforming it into JR Motor Company. "It was always a garage: I remember it used to sell Lotuses when I was a schoolboy," he says. Normally he has fifteen or so Porsches on site with about five more at his workshop or at the wheel refurbisher's. Preparation is a must for Ian Robertson who says he is as 'anal' as many Porsche owners about this: his detailer has just spent four days transforming a grubby 964. JR's signature is its beautiful clean exhaust tips: as well as polishing the exterior they use a dremel to smooth the inside which is then sprayed with silver paint: a very neat touch. [jrmotorcompany.co.uk](http://jrmotorcompany.co.uk) 02476 679111 CV5 8GB

### FOR

Unmarked body and high spec interior, torquey 3.2, two owners only and coherent service history.

### AGAINST

Plenty of other 3.2s on offer for less money.

### VERDICT

A taut, well maintained and nicely appointed S which is both warranted and superbly presented and appears to confirm the old adage 'you get what you pay for.'

### VALUE AT A GLANCE

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



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# THE WAY WE WERE

## TIME MACHINE

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

### FEBRUARY 2002 (ISSUE 95)

**A** suitably wintry scene on the front cover of this, the Feb 2002 issue, with our Project 944 S2 braving the elements. It was something of a project car issue. As well as the S2, there was the mag's 944 Lux, 911S, Boxster and Carrera 2.7, which was new to the fleet, the lucky custodian being one K. Seume. So, as ever a varied fleet of machines, but more classic than modern, reflecting perhaps a slightly less precious attitude to classic Porsches back then. Hardly surprising, given their affordability.

Talking of affordability, Keith Seume, in his *Carte Blanche* column, used some of his word space to take issue with then Editor, Chris Horton, who in the previous issue had proclaimed the new 996 Carrera 4S to be the best-value 911 Carrera ever, at £65,000. "Pah", said Seume. How can that be when you can buy a decent 1973 Carrera RS for £45,000, thus leaving around £20,000 to spend on other Porsches. An SC for £10k for day-to-day use and then the other £10k on a 356 project for the winter. Or £15k on a clean '74 Carrera 2.7? And Keith would know, having just bought one.

So let's flip that round. We might think that the starting price of a new 992 Carrera S at a tad over £90k is a bit steep, but in inflationary terms it compares pretty well with that 2002 price. And compared to current asking prices for the classics? Well the world really has gone a bit barmy, has it not?

Talking of a 'bit barmy', current Dep Ed, Brett Fraser, went to look at and drive a Beetle, with Porsche power. Owner, Paul Brock, had managed to fit a 2.4-litre 911E engine, modified with 2.7 RS



mechanical injection to produce 207bhp. Fortunately it had corresponding RS suspension, too, not to mention all manner of other trick stuff.

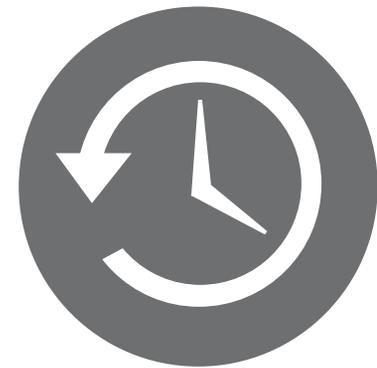
In the news pages, we reported that Porsche was going to build the spectacular 205mph Carrera GT. More importantly, though, was the news of Porsche's new sports utility sleddge...

### FEBRUARY 2017 (ISSUE 275)

**S**etting the Time Machine controls for Feb 2017, so just a couple of years ago, to be precise. Like the above Feb 2002 issue, this was a project car special as all *911&PW* operatives were encouraged to look to the year ahead and their Porsche plans. Of the eight cars featured, three are no longer on the fleet. Keith has jettisoned his 911 hot-rod for a modern Cayman. Tipler his 996 C2 for a Boxster 986 and Jeremy Laird his 987 Cayman for a 986 Boxster. Not that any of that was predicted in any way, but that's the way of the impulsive Porsche enthusiast.

On the cover we gathered a bunch of modified 964s. Respect goes out to the owners that braved the winter weather, to bring their now classic machines out to play. Is the 964 the most versatile of all the 911s, when it comes to being modified? It's certainly a favourite with the mod squad, lending itself to the RS lookalike vibe, but equally it can be backdated, or even turned into something altogether more radical like the retromod Singer or PS AutoArt cars, as featured in this issue.

Elsewhere, we reported on Porsche's radical new 911 RSR race car. Radical, why? It's mid-engined!



### FEBRUARY 2006 (ISSUE 143)

**M**y first issue in the Editor's seat of *911&PW*. The cover evokes memories of a freezing cold December day, with a wild RS replica, powered by a 3.6-litre 964 engine. This was no backdate either, but more of a predate, seeing as it was based on a 1970 911T shell, with the correct RS arches etc. Aside from getting very cold, I do recall occasional moments of fright, when the overpowered rear broke traction on the icy Suffolk back roads.

Elsewhere in the packed 148 page issue, Keith Seume pondered the complexity of Porsche's mechanical fuel injection pump, as he faced up to rebuilding the one in his 1974 Carrera 2.7. The conclusion? That Porsche engineers clearly do have a sense of humour, but a rather dark one, to conceive something so wilfully complicated.

In other news, We interviewed Porsche race legend Erwin Kremer, while Peter Morgan took the then new Cayman to the old Solitude race track in Germany. Staying in Germany, we also drove Edo Competition's Nürburgring lap record breaking 996 GT2. From Germany to Luxembourg and Johnny Tipler paid a visit in homage to the Radio Luxembourg days of his youth.

In the classifieds, we should almost certainly have bought the 1988 911 Turbo in Granite Green for £19,995.



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#### ADVERT INDEX

Addspeed Performance Cars	30	Evans Cooling Systems	110	Northway	54	Stomski Racing	9
Ashgood Classic & Sportscar	8	Export 56	70	Ohlins (Design 911)	17	Strasse	13, 117
Bergvill FX Electronics	30	Fabspeed	21	Paragon GB	55	STR of Norwich	98
Beverly Hills Car Club	31	FVD Brombacher	2	Parr/Cargraphic	131	Tarett Engineering	8
Braunton Engineering	106	Gmund Cars	80	Patrick Motorsports	106	Tech9	132
Brey Krause Manufacturing	4	Greatworth Classics	111	Paul Stephens	71	Twinspark Racing & Engineering	111
Car Bone	106	GT One	117	Pelican Parts	35	Westwood Cylinder Liners	54
Cavendish Porscha	80	GT-Racing	109	Pie Performance	80	Woolies Workshop	113
Classic Additions	109	GTS Classics	70	PMO	102, 103	Yokohama	19
Classicline Insurance	127	Hartech	30	Porsche Club GB	99	Yorkshire Classic Porsche	113
Classic Retrofit	109	Hayward & Scott	80	Porsche Torque	111		
Clewett Engineering	113	Hendon Way Motors	67	Portiacraft	117		
CSF Inc	87	Hillcrest Specialist Cars	117	Precision Porsche	24		
D9 Autotech	113	HP Porsche	98	Quickfit Safety Belt Service	106		
Dansk (Design 911)	59	Jaz Porsche	103	Reap Automotive	111		
Dave The Trimmer	117	JMG Porsche	109	Renaissance Classics	49		
Design 911	37, 117	Kline Innovation	15	RGA	92	CLASSIFIEDS	
Design 911 Service Centre	36	LN Engineering	24	RH Specialist Insurance	118	Car Cover Shop	
Douglas Valley Breakers	98	M&A Coachworks	75	RM Sothebys	5	CMS Porsche	
Early 911S	63	Machine Mart	92	RSJ Sportscars	25	DSD Motorwerks	
Elephant Racing	41	Marque 21 Racing	113	Scargo Racing	54	Eric Hall	
Elite Garages	23	Meguiar's UK	53	Specialist Cars of Malton	102	Karmann Konnection	
Elite Motor Tune	70	Nine Excellence	92	Sportwagen Eckert	93	Prestige & Performance Cars	
EPS/Vertex Auto	45	Ninemeister	4	Stoddard Parts	27	Roger Bray Restoration	



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