

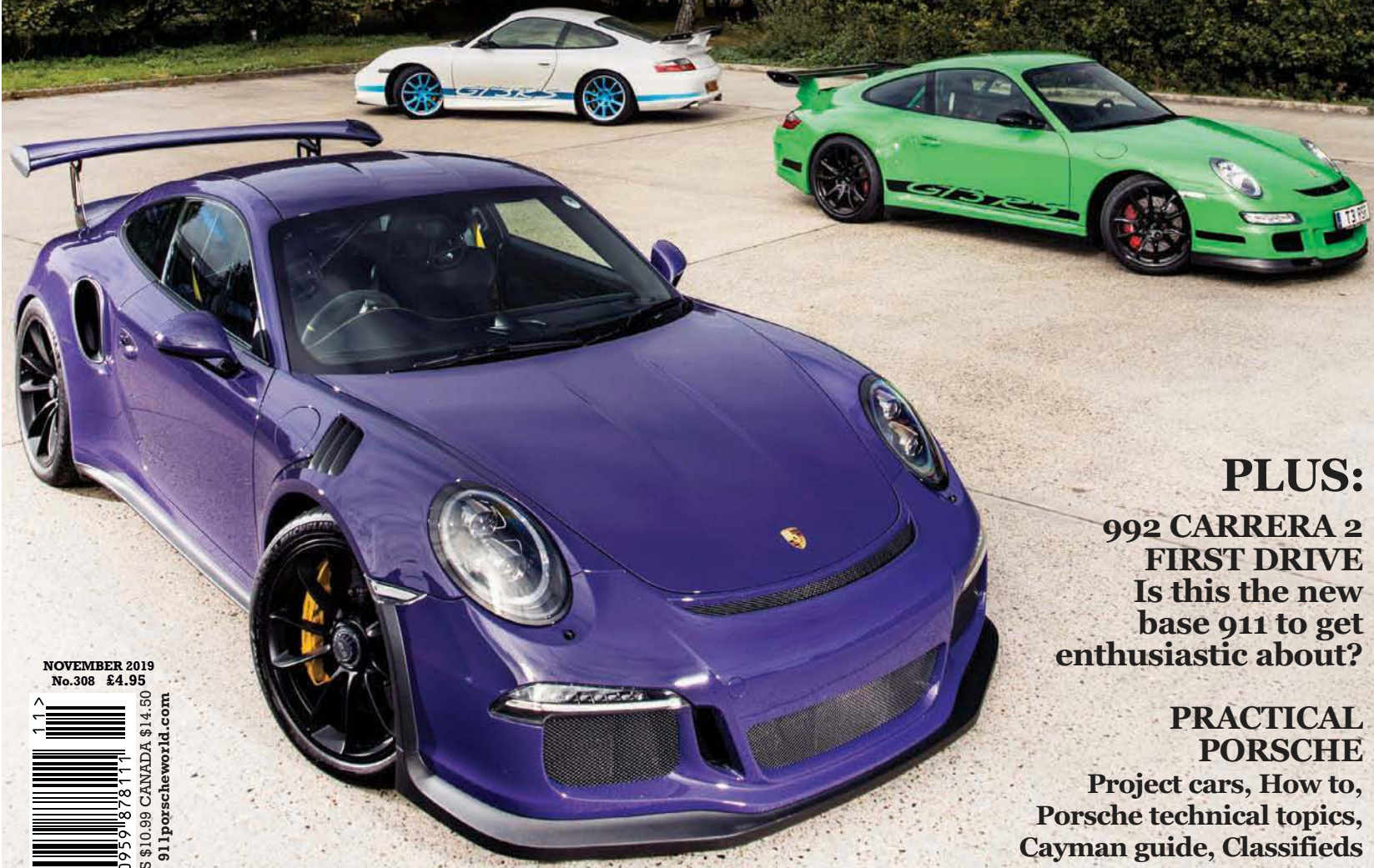
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UP FRONT

The motoring landscape is about to change rapidly, but is the charging infrastructure ever going to be able to cope?

Resistance is futile, it would appear. Save for a few plucky manufacturers, the smart money is on electric propulsion. It had better turn out to be the right way to go, because it will be one hell of a blind alley if it all goes wrong.

Electric is at the forefront here in 911&PW because Porsche has just officially launched the all-electric Taycan. Check out the news pages in this issue. We drove a lightly disguised prototype in the last issue and, next month, we'll have got behind the high-tech wheel of the full production version. And talking of smart money, as predicted in the news pages a good few issues ago, the next all-new Boxster and Cayman are likely to be all-electric, too. Slowly, but surely, Porsche is turning the fuel pump off, when it comes to future petrol engine development. Soon it will just be the niche models that are thus propelled and

“ Slowly, but surely, Porsche is turning the fuel pump off for future petrol engines ”

built in relatively small numbers.

Personally I'm, let's say, electro curious, but still somewhat doubtful (from a practical point of view) as to whether electric really is the right way to go. I spend most of my time working from home, taking mainly local journeys. Electro perfect! But then a couple of times a month, I'm on the road for a few days, covering big miles, with time of the essence. Cue electro dubious. I know it's all about charging infrastructure, and it will get better (we're told), but I just don't see how it can ever really cope with demand, or the likes of me and others needing to cover 300+ in a day, with a couple of stops thrown in.

The needs of the petrol car were historically catered for gradually, as take up was initially very slow. We're being forced in to electric cars at a much higher rate and the infrastructure needs to be accelerating at such a pace to keep up with coming demand. I've got my first Taycan journey planned out. It's only a 500-mile round trip and in no way challenging, but I'm not expecting it to be straightforward.

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ALL THE PORSCHE NEWS AND VIEWS

NEWS

Porsche launches new all-electric Taycan, but range still falls short of Tesla S * Taycan sets 'Ring record' * Formula E 99X unveiled * Macan Turbo gets 440bhp 2.9 turbo V6 * Porsche mourns Ferdinand Piech



RADICAL NEW TAYCAN REVEALED

Pure-electric Porsche features dual motors, 100kWh battery, 800-volt charging and 761hp

Porsche's keenly awaited and acutely controversial electric car is here, all 761bhp of it. The radical new Taycan has finally been unveiled in full production trim. Reflecting the importance of the first pure-electric Porsche, the Taycan's world premiere took place on three continents simultaneously.

Much about the Taycan is familiar, including styling derived from the Mission E concept car. But there are also some surprising details. Let's deal with the

headline figures, first. At launch the Taycan will be available in two variants, the Turbo and the Turbo S, that nomenclature representing the final nail in the coffin for any connection between 'Turbo' branding and a combustion engine with forced induction. Both models share the same Performance Battery Plus with a total available capacity of 93.4kWh from a 100kWh lithium pack.

In the Turbo, that translates into a range of 279 miles according to the WLTP

regime, while the higher performing S is trimmed to 257 miles by the same measure. The Turbo S maxes out at 761 metric horsepower in overboost mode, while the standard Turbo is rated at 680hp. That's good enough for sprints to 62mph of 2.8 and 3.2 second respectively, feats Porsche says the cars are capable of repeatedly. The emphasis on that repeatability is a sideways dig at the 'Ludicrous Mode' of the Tesla Model S, liberal use of which can see the car default



into a lower performance mode.

Both models top out at an artificially limited 162mph. Another shared feature is the 800-volt charging capability. The first of its kind, the new system allows for faster charging than any comparable EV. Porsche says 100km or 62 miles of range can be added in just five minutes, with an 80 per cent charge possible in 22.5 minutes.

Architecturally, both models have dual electric motors, one for each axle, enabling digitally-controlled and torque-vectoring all-wheel drive. The rear axle includes a two-speed transmission, a novel move given nearly all EVs currently run single speed transmissions. Porsche says it allows the Taycan to be optimised for both acceleration and efficiency.

Porsche has also packed the motor, transmission and pulse-controlled inverter into a single combined module for each axle, a measure

it reckons makes for the best power density of any available electric car. Despite that, and largely due to the huge battery pack, the Taycan is a very heavy car. Both models are quoted at 2295kg.

Inside, the new Taycan is arguably just as radical. Porsche has gone big on screens, several of them with touch functionality. The driver's instruments are replaced by a dramatic floating display consisting of a curved 16.8-inch LCD panel. Then there's a 10.9-inch central infotainment screen similar to those of the latest PCM systems in models like the Panamera and new 911. Alongside that is a second optional 10.9-inch panel for the front seat passenger. Finally, the central console is dominated by yet another 8.4-inch touch display housing virtual controls for features from climate control to driver aids and charging and featuring haptic feedback.

Overall, Porsche says the number of physical

switches and buttons has been greatly reduced in favour of touch controls and voice activation, the latter responding to the command "Hey Porsche". Porsche is also offering what it describes as an entirely leather-free interior option for the first time. The alternative is a mix of innovative recycled materials.

As for pricing, Porsche has positioned the Taycan Turbo at £115,858, while the Turbo S clocks in at £138,826. A lower cost Taycan, very likely with a smaller battery, will follow. Porsche says it has already taken 30,000 orders for the Taycan and demand is such that some customers may be waiting up to a year for their cars. Porsche is offering a standard three-year warranty on the Taycan, with separate eight-year cover for the battery, the latter including a guarantee that the lithium pack will sustain at least 70 per cent of its charging capacity over that period.



PORSCHE'S ALL-ELECTRIC RACER IS REVEALED

New 99X Electric is go for Formula E

As if this month hasn't been electrifying enough (apologies), Porsche's entry for the world's leading electric race car series, Formula E, has been revealed. A warm welcome, therefore, to 99X Electric, Porsche's first pure-electric competition car.

The Formula E regulations stipulate a standardised chassis and battery, so the basic look of the 99X is shared with all other entrants to the 2019 to 2020 Formula E series. However, the drive technologies are developed by the competing manufacturers. Porsche says its engineers were able to make use of their LMP1 experience when developing the new Formula E powertrain. Porsche's world-beating 919 LMP1 car was of course powered by petrol-electric hybrid power.

Porsche says energy management and efficiency are the keys to success in both Formula E and series production. This is where Porsche's permanent synchronous motor comes into play. It'll be the defining factor versus other Formula cars. The 800-volt technology used in Formula E, incidentally, mirrors that of the fully electric

new Porsche Taycan.

In terms of the design, the traditional Porsche motorsport colours were chosen for the Formula E racing car. From a bird's-eye perspective, the Porsche emblem is clearly visible around the Halo system. As usual, the naming format is three digits which represent Porsche racing cars and two-door sports cars. The highest number, nine, was used twice, to re-emphasise the importance of the Formula E project for Porsche, while the X stands for the forward-looking approach and prototype racing. The Porsche 99X Electric also serves as a development platform for future fully electric production models.

"In hindsight, we laid the foundations for Porsche's future involvement in Formula E during the LMP1 project. We used the insights gained during that time in the development of the Porsche Formula E powertrain. We focused on building a highly effective powertrain with the highest level of efficiency," says Malte Huneke, Technical Project Leader Formula E.

"In recent months, we have been able to sound out the reliability of the Porsche

Formula E powertrain on the racetrack and on the test bench. We are very pleased and are optimistic going into the final preparations for the first race," says Huneke.

The TAG Heuer Porsche Formula E Team will make its first official appearance in mid-October 2019 at the Formula E test at Valencia (Spain). "Both Porsche 99X Electric will take to the racetrack there for the first time, with Neel Jani and André Lotterer in the cockpit. From an operational perspective, it will be an exciting assignment for everyone involved. A good test before we contest our first Formula E race in November," says Amiel Lindesay, Head of Operations Formula E.

The opening race of the season takes place at Ad Diriyah in Saudi Arabia on November 22nd. In total there are 14 rounds with the season finale in good old London town on July 26th next year. The other major manufacturers taking part in Formula E this coming season include BMW, Jaguar, Citroen DS and Nissan. For the record, the 99X Electric is also the first single-seater race car from Porsche for 30 years.

Porsche's Formula E debut will come in Nov at the first round of the 2019/2020 season in Saudi Arabia

OUR TAKE

RANGE ANXIETY

At last, the first pure electric Porsche has arrived. No doubt you read all about how well it drives in the last issue of *911&PW*. But right now, it's the numbers that are having the biggest impact. The Taycan is good for 62mph in 2.8 seconds, 161mph, 279 miles of range and an 80 per cent charge in 22.5 minutes, all courtesy of up to 761hp and an available 93.4kWh of charge. Oh, and it tips the scales at 2295kg.

Some of those numbers are excellent. At least one is world beating. But overall, it's a slightly mixed bag. What's more, Porsche has clearly missed some of its targets for the Taycan. Ever since the Mission E concept was unveiled back in September 2015, all the talk has been of 500km of range and an 80 per cent charge in 15 minutes. Both of those have slipped slightly for the production reality that is the Taycan.

Arguably more problematical is the inevitable comparison with the Tesla Model S. For starters, depending on which precise variant of the Model S you choose, the Taycan is slower off the line. But the biggest shortfall is range. The latest Long Range version of the Model S is rated at 375 miles on the same WLTP cycle that nets at best 279 miles from the Taycan.

The Porsche actually offers similar charge capacity and is only slightly heavier than a big-battery Model S. So that shortfall has to be elsewhere – in the motors, electronics and perhaps aero. Whatever, it's a yawning gap in PR terms. Admittedly, the Taycan is the fastest charging EV on the planet right now, thanks to its 800-volt technology. But that's mostly theoretical given the sparsity of 800-volt chargers. While Tesla's SuperChargers are a little slower, they're much more widely available. And not compatible

with the Taycan. In practice, then, the fastest charging EVs will typically remain Teslas until the 800-volt charging network catches up.

The main mitigation to all those numbers is the driving and ownership experience of the Taycan. Frankly, the Model S is nothing special to drive beyond its epic acceleration and aspects like cabin quality are a clear rung or two below any current Porsche.

But you've got to get behind the wheel to really find out about all that. For now, of course, the Taycan is pretty much sold out. But a couple of years on when the buzz has died down, that near-100 mile deficiency in range is going to be increasingly conspicuous.



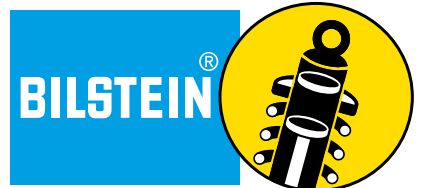
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TAYCAN SETS 'RING RECORD

Pure-electric Porsche proves its speed and endurance

Porsche has set a new record for a four-door, all-electric car on the infamous Nürburgring-Nordschleife circuit in Germany. Test driver Lars Kern conquered the legendary track, also known as the Green Hell, in just seven minutes and 42 seconds.

The record will be a significant PR victory for Porsche in its emerging PR battle with its main rival in the electric car market, Tesla. It's thought Tesla's existing high-performance models have yet to set 'Ring records because they cannot maintain full power over a complete lap without overheating the battery pack.

"The Taycan is also suitable for race tracks and it convincingly proved that here on the world's most challenging circuit," says Lars Kern. "Again and again, I am impressed at how stable the all-electric sports car handles in high-speed sections, such as

Kesselchen, and how neutrally it accelerates from tight sections, such as Adenauer Forst."

"The Taycan mastered its Triple Endurance Run superbly. First, our electric sports car demonstrated the reproducibility of its performance as part of a strenuous test involving 26 successive acceleration runs from zero to 200 km/h. Then it completed 3425 kilometres within 24 hours in Nardò without any issues and now the record at the Nürburgring-Nordschleife," says Stefan Weckbach, Vice President Product Line Taycan.

Porsche says the latter feat was achieved in sizzling temperatures at speeds between 195 and 215km/h. The test was completed without interruptions, with the prototype Taycan only stopping briefly to charge and swap drivers.

The new Porsche Taycan set a 'Ring record of 7m 42s for a four door, all-electric car

REVISED MACAN TURBO ARRIVES

More power from less capacity

Porsche has updated the Macan mid-sized SUV with the latest 2.9-litre turbo V6 seen across several models in the VW Group. Fitted to the Macan Turbo, the new twin-turbo engine knocks out 440bhp, 10 per cent higher than its predecessor, from 20 per cent less engine capacity.

With the optional Sport Chrono Package selected, the Macan Turbo fires from zero to 62mph in just 4.3 seconds. That's a handy three tenths faster than before. The model's top speed is 167mph, while transmission is via a seven-speed PDK dual-clutch gearbox and Porsche Traction Management (PTM) all-wheel drive. Fuel consumption is 23.5 to 24.8mpg according to WLTP standard and CO2 is rated at 224g/km under the older NEDC regime.

The new 2.9-litre engine has already seen use in the Cayenne and Panamera models and features a so-called 'hot vee' architecture with both exhaust turbochargers located atop the engine between the cylinder heads. The result is very short exhaust paths between the combustion chambers and turbochargers and so rapid build-up of power and a particularly sharp throttle response for a forced induction motor. The cooled exhaust manifold has also been integrated into the cylinder head for highly efficient combustion.

Elsewhere, the new Macan Turbo is equipped with the powerful Porsche Surface Coated Brake (PSCB) as standard, part of a suite of upgrades to optimise the model's chassis. Porsche says tungsten

carbide coating of the PSCB discs offers faster response, less wear and up to 90 per cent less brake dust compared with conventional cast iron brakes. For the record, you can spot PSCB brakes courtesy of their bright white calipers. Height-adjustable air suspension with optimised pistons and new shock absorber hydraulics, Porsche Torque Vectoring Plus (PTV Plus) and the Porsche Ceramic Composite Brake (PCCB) are also available as options.

As for styling, the new model can be identified thanks to a bespoke front bumper cover featuring three large air intakes and high-level front lights, as well as standard LED headlights including the Porsche Dynamic Light System (PDLS). In profile,

the unique features include 20-inch Macan Turbo design wheels, Sport Design side skirts and Sport Design exterior mirrors in body colour. The specially-developed, fixed roof spoiler with its double-wing design is also a Turbo feature while the standard sports exhaust system packs silver twin tailpipes.

Inside, you get Porsche Communication Management (PCM) with a 10.9-inch full HD touchscreen coupled with a Bose Surround Sound system, 14 loudspeakers and a total output of 665 watts. The PCM includes online navigation with real-time traffic information and smart voice control. The Macan Turbo is available to order today, priced from £68,530.00 RRP inc VAT.



New Macan Turbo gets 440bhp from new, smaller capacity 2.9-litre, twin-turbo V6 engine

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	Center/Snyder	7057	7049	7060 7068
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PORSCHE MOURNS THE DEATH OF FERDINAND PIËCH

The passing of an automotive giant

Ferdinand Piëch, former Member of the Supervisory Board of Porsche AG, grandson of Ferdinand Porsche and a titan of the global car industry, died on 25 August 2019 at the age of 82.

"The news of his death represents a very sad loss for us. Our thoughts are with Ferdinand Piëch's family," says Oliver Blume, Chairman of the Executive Board of Porsche AG. "His love of cars and his constant desire to drive forward technical progress will never be forgotten. Piëch was an automotive man through and through."

Piëch's most enduring legacy is arguably his overall impact on the VW Group. As head of Audi's technical engineering group, he steered development of the Audi 80 and 100 and played a decisive role in the four-wheel-drive Audi Quattro Group B rally car.

But it was his arrival as chairman of VW's management board in 1993 with the company in deep financial trouble that marked the beginning of his most productive period. VW is said to have been three months from filing for bankruptcy when Piëch joined. He oversaw a dramatic turnaround centred on a platform sharing approach across an ever increasing portfolio of brands. Under Piëch, VW acquired Skoda, Bentley, Bugatti and Lamborghini, among others. Meanwhile, the number of monocoque floorplans being produced by VW shrank from 19 to just four and Audi was reborn as a true premium brand.

It was, of course, also Piëch who backed the creation of the incredible Bugatti Veyron, without which the modern era of hypercars may not have happened. Piëch owned, and regularly used, two of them among his huge personal collection of cars. In 1999, 132 car journalists and industry experts from 33 countries named him "Car Manager of the Century". During his tenure at the VW Group, the firm grew from a mid-sized European car maker to a global colossus with around 10 billion euros of profit annually.

An engineer at heart, Piëch was also a political animal with immense willpower to see his chosen projects through. One anecdote

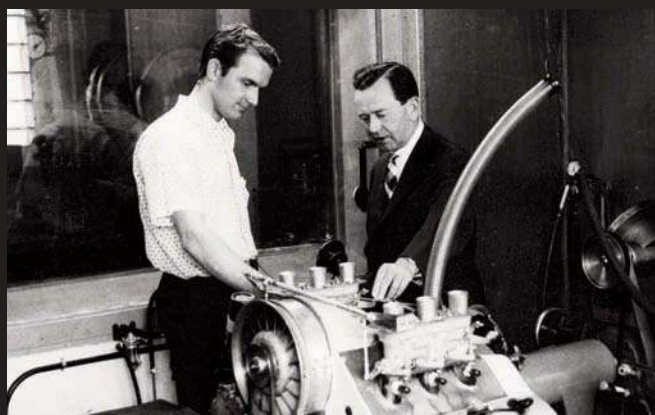
that serves as a handy measure of the man is a meeting held with engineers from Volkswagen. It's said he threatened to sack everyone in the room if they did not achieve the tighter panel gaps he demanded for the new Golf hatchback.

If there is a blot on his CV from VW, it involves his plans to overtake Toyota as the world's biggest car maker by virtue of an army of so-called 'clean' diesel cars. In today's context of problematic urban air quality and the Dieseldgate scandal, that's arguably a masterplan that ultimately went wrong.

But it's also just a part of his incredible CV. Piëch joined Porsche in 1963. As a qualified engineer with a thesis in F1 car engine development, he quickly became a major player in research and development. After successful design of an oil cooler for the Type 904 race car and a 180 PS six-cylinder race engine, Piëch became head of the testing department in 1966. It was also Piëch who honed the legendary six-cylinder boxer engine of the Porsche 911 to production maturity.

Of course, he played a major role in the development of the iconic 917 race car, too. In hindsight, the 917 seems like a no brainer. But back in 1968, it was a huge risk not everyone at Porsche supported. It's said Piëch invested fully two thirds of the company's budget to build the 25 machines required for homologation. Failure could have spelled the end of Porsche as we know it, an eventuality that must have been imminent when the car missed its initial homologation and was deemed a death trap by several drivers.

The 917, of course, came good and then some, winning Le Mans in 1971 and 1972 and resetting the reputation of the marque as a leading performance brand comparable to the usual Italian exotics as opposed to merely a maker of quirky rear-engined coupes. In 1972, Piëch's grandfather decided that family members could no longer occupy senior positions in management at Porsche. It spelt the end of his career at Porsche but the beginning of something even bigger.



Left: Ferdinand Piëch and Ferry Porsche in 1963, with Type 718/2 engine of the Porsche 901. Piëch probably best remembered as designer of the 917

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ESSENTIALS

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COOL IT!

Engines and gearboxes giving up tend to command your attention, but there's plenty of other stuff that can go wrong in an old Porsche. Like the climate control fan in a 964 or 993. An apologetic buzz or whirr from behind the dash is the harbinger of doom in this case. The solution? BergvillFX's new replacement fan. At 18g it's dramatically lighter than the 100g factory item and offers virtually silent operation thanks to a brushless motor with hydraulic bearings. It comes with a five-year warranty and an expected service life of 10 years. Yours for \$159 plus shipping or taxes from bergvillfx.com, or somewhere north of £150 landed in the UK. BergvillFX can also do you a climate control removal tool for the princely sum of \$18, again plus taxes and shipping.



BRACE FOR HANDLING IMPACT

Rennline reckons one of the easiest and most cost-effective ways to improve your car's handling is the installation of their new strut tower braces, designed to suit all 911 models from 1966 right through to 1989. The braces bridge the shock towers, eliminating virtually all flex and in turn the camber change that occurs during hard cornering. Rennline has made the braces fully adjustable, allowing you to set a desired amount of pre-stress. Constructed of lightweight aircraft grade aluminium, the braces come with five-axis fully CNC machined billet aluminium brackets and FK rod ends. Rennline says the strut tower braces bolt in and out in minutes and require no drilling. Whether on the road or the track you'll feel the difference immediately. Priced at \$180 plus taxes and shipping from rennline.com.



GETTING WARMER...

File this one under somewhat esoteric but no less essential for it. What you're looking at is a warm-up regulator for 924 models. Supplied by the font of all things transaxle related that is Woolies Workshop, based just outside Birmingham near Solihull, this unit is a reconditioned version of original Bosch 0 438 140 011 (Ref Green 5) item. For the uninitiated, the warm-up regulator, also called the control pressure regulator, lowers the control pressure of the K-Jetronic injection system when the engine is cold. This further deflects the control plunger in the fuel distributor and correspondingly supplies additional fuel. A correctly functioning unit will greatly help with smooth running from cold. Woolies will do you this recon' item for £249.99 from wooliesworkshop.com.



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MODEL OF MODERNITY

Whenever a new 911 arrives, the cork-sniffing enthusiasts among us go through something akin to the five stages of grief. First there's denial that it's that time already. Then anger that they've ruined the 911 (again), followed by bargaining over what's realistic given current market and regulatory conditions, the depressing realisation one or several key elements have gone forever and finally acceptance that it's probably still the best new car money can buy. Where, exactly, are we with the new 992? Well, the sheer scale of the thing has us in denial of sorts. But everyone surely has to accept that it's objectively a fabulous machine. While you ponder your own journey, why not pick up this precision 1:18 model, the official Porsche item no less, from selectionrs.com for €99.95 or around £90.



DRINK UP!

Is there a more life affirming spectacle than a Martini-liveried Porsche loaded up through the apex? Granted, Martini plus Porsche has never been anything other than a commercial arrangement. But there's a romance that modern marketing tie-ins just don't seem to achieve. Whatever, this Martini-branded flask is an official Porsche product available from our chums at SelectionRS. It's a high-quality thermo-insulated cup adorned with the official Martini Racing livery design. Made of double-walled stainless steel to create an insulating air pocket that keeps hot drinks warm and cold drinks cool, it's also fitted out with a 100 per cent leak-proof lid and provides a total volume of 450ml. It's available now from selectionrs.com for €49.95 or around £45.



MAKE IT MOTORSPORT

Wearing what you drive often sets you up for sartorial strife. We're thinking Joey from sitcom Friends decked out in Porsche-branded bumpf. But isn't there something less frivolous and somehow more functional about official Porsche Motorsport clobber? This women's polo shirt is just one of a wider range of new Porsche Motorsport kit. Clothing-wise, there are t-shirts, vests, jackets and hats. Accessories, meanwhile, include luggage and a lanyard, with the range rounded out with various kids items from t-shirts to liveried teddy bears, the latter, believe it or not, actually available in two sizes. You can grab the ladies polo shown here from selectionrs.com for €79.95 or roughly £75 and then check out the rest of the options while you're there.





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HAVE YOU CLOCKED IT YET?

Yes. Right. OK. At precisely £1139.89 including VAT, this new wall clock from Porsche is pretty punchy. However, it is also very much what the eagle eyed among you are suspecting. That's right. It's a 20-inch wheel rim from the new Type-992 911. Specifically, it's the natty cross-spoke RS Spyder Design wheel that's standard on the C4S and optional on other members of the 992 Carrera. Over a grand still feels pretty racey given an individual wheel surely goes for quite a bit less money. But then these kinds of official items from Porsche are almost always wallet wilters. Porsche isn't providing any details regarding the clock's movement or any other technicalities save for an overall weight of 8.7kg. So, it'll need mounting carefully. Still interested? Jump on the internet and head for store.porsche.com.



SERIOUS SUNNIES

Need some new high-quality sunnies? Fancy some classic aviator items? Then may we point your dazzled peepers at these new Porsche Design frames from the Porsche Driver's selection. Porsche reckons they're retro styled, but reinterpreted for a modern twist. And who are we to disagree? What else can we tell you? Well, they're made of stainless steel with ultra-flexible temples, while the lenses are hewn from green polarised polycarbonate with 100 per cent UV protection. As for pricing, let's call that reassuringly expensive at £250 a pop from store.porsche.com, where you can also browse the rest of the Porsche Driver's Selection, plus all the other Porsche-themed goodies from clothes to luggage and accessories.



BOOK THIS

Bookending this month's collection of Porsche-related products is, well, this actual Porsche bookend. Like the stunning wall clock, it's also made from a real Porsche part, in this case a brake disc from a 911. The drawn and quartered disc is mounted on an L-shaped frame of black coated steel. The support surfaces, meanwhile, are coated with rubber to improve grip. Whether Porsche has carefully tuned the bookend's weight distribution to mimic that of its most iconic road car, we cannot say. However Porsche does highlight that the bookend is 'usable at either end', presumably by virtue of turning it around. Like any other bookend, then. Anywho, at £150 it ain't exactly cheap, but it is a nice little Porsche-related curio. Grab yours from store.porsche.com.



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IN PRAISE OF THE CHEAP 996

Morning! After reading about the bargain 996s in the latest *911&PW* (Oct 2019 issue), I thought I would drop you a line.

I too bought a cheap 996 Carrera 4, a 1999 car, with 130,000-miles on the clock, two years ago. I paid £7200, didn't much like the car to start with and thought I would just sell it off for parts. But with the help of Dove House Motor Co, my 996 has been turned around.

No, it's not the best, will never win a show, but boy I love this car now and would never sell it. Cheap to buy, cheap to tax, cheap to service and run. What's not to love about the 996? Brilliant cars and the only car that can make me smile by thinking about it or just by looking at it. That is priceless and I wish the gentlemen all the best with their bargain 996s. Smiles per miles now my friends.

Stewart Thumwood, via email



More bargain 996 fun. Reader Simon Thumwood's 996 C4 cost him just £7200. 'Good work,' we say

BARGAIN 996? NOT SO SURE...

Come on *911&PW*: There is no such thing as a cheap/bargain Porsche 996 or otherwise. We/You are deluding ourselves. I refer, of course, to the two 996s in the latest issue (*911&PW*, Oct 2019). All very beguiling, but in reality a lot of money waiting to be spent.

As with any Porsche, it's not the purchase price that matters, it's whether you can afford to maintain them. Many are cheap, particularly the modern ones. What about a £3k Boxster or a £5k Cayenne, or rewinding a few years, a cheap 944? Each one is just a major problem away from being a write off.

I know, I've been there and I've lost. I spent £13,000 on a 996, which soon turned out to be an £18,000 996, once I'd sorted through all the usual issues. You know the ones: creaking suspension, rotten radiators, corroded discs, split exhaust boxes.

Maybe Ajmal got lucky with his £6500 996, but I reckon it will still end up throwing the usual £5000 at it to get it right

John Munson, via email

Steve Bennett replies: John, don't be such a spoilsport! We're not about to let reality get in the way of a good story. Er, seriously we stand by the notion of the bargain 996. The biggest killer of cars used to be rust and no bargain 996 is worth a full body resto, but given that most are solid, then upkeep is a matter of bolting on new parts as and when. They're not difficult to work on from a DIY point of view, and

if you shop around, then parts can be pretty cheap, too. What we're really saying is take advantage of bargain 996 prices, while you can. They won't last forever.

Wunder Steve Bennett. Photograph: Anthony Ffrench

HE WHO DARES WINS

Or does he? We go shopping for the cheapest 911s in town. Meet Ajmal Mahmood and his 996 C2, bought for just £6500, and Luke Tarrant, the vendor of an eBay 996 C4 at £8995 and sold to the highest bidder, also from Stuttgart in Germany...

94 911&PW

I can't decide if this is interesting to anyone but, on a driveway test, I set out to buy the cheapest 911 in the UK (price as cheap as you could get), with an MCT7 and one in my everyday car for a year. The plan is to enjoy it and then sell it after 12 months, with no money.

Point: 911 996 spec is ready, with 147k miles. Bought it without driving it. Everyone goes on about how low cars have been cheap, but they all still talk about

Sells that are over £15k. I think they're a good alternative to luxury but being a resident (I am) but I may be proven completely wrong.

The response to go and buy one (before they keep getting cheaper in which case buy two!).

Many thanks,

Ajmal

What a story with 911&PW written about it. In *911&PW*, Ajmal, you're interested. I hope you're more than interested, cars included. The cheapest 911 in the UK, and why?

Full time as a couple of weeks and have we seen our Porsche test track, waiting for Ajmal and his £6500 996 C2.

With my older's hat on, this is the one of those classic car magazines that cover stories from the 50s that presented Porsche for decades money and fun, already downing to a cover. The who, cars and why in mind. Or not at all. The case may be.

Of course the 996 has long been the go-to cheap 911. It's why I've got one, after all. Being the issue, being the classic, being the classic color, classic and 'topping' guaranteed. And the classic 996 has always been around for £10,000 and, for relatively recent, cheap along with the most exciting classic Porsche's values. Road £10k cars seemed to be more than £10,000, with Lily's old manual C2 Coupé at £15k

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PREACHING TO THE SEMI CONVERTED

Fascinating to read Andrew Frankel's first drive in the Porsche Taycan (*911&PW*, Oct 2019). I've got a foot in both camps when it comes to modern motoring. Or maybe that should be three. Petrol is the fuel of choice for my classic 911SC, while diesel is the only choice for the family Macan mile-muncher, and for keeping it local, we have an electric Renault Zoe.

This combo works perfectly and is probably the sound environmental option right now. The SC, like most classics, is used sparingly so is a barely a blip on the eco system. The Macan sees the motorway, but I wouldn't dream of firing it up to go down the shops and pollute the urban environment. That's where the electric car comes into the equation and

it's been a game changer.

That said, when I've tried taking the electric car on longer journeys, I've been thwarted by a hopeless charging infrastructure. I would love to travel further, but I just don't see it at the moment, so the lure of a Taycan is some way off. Andrew predicts that "range anxiety will become a complete non-issue," but given that the sort of 800-volt charging required by the Taycan is the least prolific type of charger in the UK right now, journeys are going to take some serious planning.

I suspect I'm going to be keeping my current stable of cars for some time yet.

Simon Tubb, via email



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THE USUAL SUSPECTS

Most of us have a wish list of Porsches that we relish the prospect of having a go in one day, and for many of us that would include the 917 racing car. Johnny Tipler managed to tick off two of them in the past few months



JOHNNY TIPLER
*International Porsche
adventurist*

BOX TICKED

Okay, well, strictly speaking the Icon 917 is a replica, but no less of an achievement on the part of its builders Dave Eaton and John Hartland, who obtained IVA type approval for it in July. We did the photoshoot, me and Antony, at Suffolk's Bentwaters air base, formerly the home of the spectacular A10 Tankbuster aircraft, where the broad, unconstrained runways enabled some unfettered driving opportunities, and the result was our feature in the May edition of this magazine.

Fast forward to July's Rennsport Collective meeting, centred on Castle Donington and the adjacent racetrack, a brilliant event organised by Paul Geudon and his cohorts, featuring a wealth of high-end and famous Porsches. The event was attended by plenty of 'usual suspects', including John Fitzpatrick, Johan Dirickx and Henry Pearman. Among the consignment of cars dispatched from the Continent by my old friend Kobus Cantraine was the 917 #008, owned by the personable Claudio Roddaro, who'd won the curtain-raiser at the Hungaroring F1 Grand Prix with it just the week before Donington Rennsport.

Although it's presented as a short-tail KH car in Gulf livery, it is a 1969 model, entered in WEC events that year by Porsche System – so it's a works car – and driven at Le Mans '69 by Richard Attwood and Vic Elford. They led for 21 hours, having built a four-lap lead, before the transmission failed, and the mechanics were given an ovation by spectators as they pushed it over the line. At the time, it had long-tailed Lang-Heck bodywork, painted white with blue frontal detailing, and although Quick Vic is name-checked, along with Richard Attwood, on the current incarnation, he never actually drove for JW Automotive, who acquired the car in 1970. #008 was then used extensively for aerodynamic testing, particularly at Zeltweg, resulting in the revised short-tail KH bodywork it's worn ever since. It ran on the Le Mans test days in April 1970 (coinciding inconveniently with the BOAC 1000Kms) with Mike Hailwood on driving duty. Thereafter, JW Automotive retained it as a spare for the next two seasons, and when the new CSI (pre-FIA) regulations sidelined the 917 and its arch rival Ferrari 512, #008 was sold to Manfred Freisinger Snr. The car was rebuilt at Freisinger's Karlsruhe workshops and bought by Swiss racer Claude Haldi, and then between 1989 and '91 Freisinger rebuilt it yet again for a private collection. When Claudio acquired it in 2018 he had the chassis and componentry crack-tested, and discovered that magnesium does not last indefinitely: indeed, a life expectancy of 30 years seems about right, so yet more extensive renovation was

carried out, this time by Manfred Freisinger Jnr. As Claudio says, 'when people talk about original matching components, they have no idea, because the material is 50 years old and you can't fix it, you have to make it new.'

Claudio raced #008 last year at Classic Le Mans, Monza and Dijon, plus the Hungaroring in 2019. 'This 917 is completely different to most racecars,' he says. 'It's a car that you race with your brain; you need to keep control of everything because it's very easy to let the car get the better of you. But when you're used to the car then you can enjoy it.'

And now, at Donington, he's told me I can drive it too! Possibly the most important piece of kit in the 917's tool-roll is the seat-of-the-pants; because it is that kind of car. Indeed, Vic Elford said of its 1969 incarnation: 'the Mulsanne Straight wasn't wide enough to get the car to run straight!' But now, though it is a tad twitchy on Donington's two longish straights, it is perfectly controllable. I'd driven a 906 and a 910 for this magazine, forerunners of the 917, sure, but with 2.0-litre flat-six power, as opposed to 4.5-litres of flat-twelve pounding away behind me.

In the Donington pitlane I clamber aboard: one foot on the broad sill, the other on the seat, then slide down under the large, thin-rim, steering wheel. I'm almost recumbent, and my helmet is right up against the roof bars. The five-speed shift pattern is conventional but the lever mechanism wouldn't disgrace a tractor. Claudio's mechanic Matteo fires it up: I blip the throttle to extinguish one of the two alternator lights. It's quick as I accelerate from the pits, sort of 993 quick if you want a comparison, but there again, I'm not pushing it one bit. You build up to these things gradually, of course, corner by corner and lap by lap. But what I'd expected would be a fairly daunting prospect is actually quite an easy car to drive. It helps to know what corner is coming up next, and Donington has several blind crests, though the most amazing section is the Craner Curves, where you can see right the way through the downhill set of bends and then up the other side. Once up to speed, I'm doing most of it in 4th and 5th, and down to 2nd for tighter corners. The massive torque is instantly apparent, and there's a huge amount of power available, while turn-in is instant and inch-perfect, with almost no effort hauling on the bus-sized wheel rim.

A privilege and a thrilling experience to have had a go in it for ten or twelve laps. What next? Chronologically, that would have to be a 956. But Claudio also owns a 908 Coupé, and that is my all-time favourite.



Our man Tipler talks with 917 owner, Claudio Roddaro. Astonishingly, Claudio invites JT to do a few laps. Respect due, we say

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



CHRIS HORTON



STEVE BENNETT



BRETT FRASER



KEITH SEUME



PAUL DAVIES



DAN TRENT



JEREMY LAIRD

ART ACHE

I'm thinking of curating an exhibition of Porsche art, having discovered a wonderful coterie of women artistes who specialise in painting or fabricating artworks of Porsches. Among them are Caroline Llong, Laurence B. Henry, Anna-Louise Felstead, Sonja Verducci, Alina Knott and Tanja Stadnic. Other than reproduce examples of their work in my Porsche books, it remains to be seen where I could stage an exhibition, permanent or otherwise, featuring their paintings. Styles and materials vary greatly, but all are equally charming, and indeed all of them are available to undertake commissions of your favourite Porsche. Play your cards right and I'll invite you to the private view!

Meanwhile, my Stateside pal Gary Faules

from La Carrera Panamericana just sent me this astonishing art object which I thought I would also share with you. It is Peter Sarkisian's video installation,

entitled "Dreamride: Lava Orange GT3 RS", on show at Orange County Museum of Art, California. petersarkisian.com. Yours for a cool \$49,000.



Porsche art is definitely a thing. Far left is Alina Knott and displaying her latest 991 Turbo work of art is Tanja Stadnic

HEDONIST'S HEAVEN

My favourite event is the annual Nürburgring 24-Hours, which I attend regularly. This year, as several times in the past, I was the guest of Falken Racing, whose 991 GT-R is sponsored by Falken Tyres, and I drove from GB in the 986 Boxster S, accompanied by motor racing snapper Carlie Thelwell – www.carliethelwell.com – and it was as much fun as ever. The weekend began with an exhibition of high-speed drifting on the South Loop of the F1 circuit, pairs of cars mainly of Munich origin being flung sideways in close harmony and issuing palls of acrid tyre smoke in the process. It's not my thing, but I was reluctantly impressed.

Since the demise of World Championship events on the Nordschleife, the N-24 has become the most important meeting on the circuit's calendar. It's a standalone race, though sharing rules and regs with the ten-round VLN Langstreckenmeisterschaft Nürburgring (VLN Endurance Racing Championship Nürburgring), drawing major manufacturer teams including Porsche, BMW, Mercedes-Benz and Audi. They seem to take it in turns to win, thanks to the organiser's fluctuating BoP 'balance of performance' equivalency formula. This year's 202-car entry list kicks off with an eye-watering melange of

supercars, ranging from Audi R-80 LMS, Mercedes-Benz SLK AMG GT3, Porsche 911 GT3 R, and BMW M6 GT3, plus a smattering of Aston Martin Vantage AMR GT4, Chrysler Viper CC, Nissan GT-R GT3, Lexus RCF GT3, Ferrari 488 GT3, KTM X-Bow GT4, Lamborghini Huracan and Glickenhaus SCG003C. That's just the quick ones; there are two more tranches, the second wave headed by Cayman GTR-4 and GTS, Audi TT and BMW M4, with the third wave a mix of Golf, Civic, WRX, Clio and Astra hot hatches. The cars are crewed by professional and often well-known racing drivers, in Falken's case headed this year by Jörg Bergmeister, fresh from scooping the GT3 LMP Am win at Le Mans the previous weekend. I chat with Jörg and his teammates Dirk Werner, Klaus Bachler and Martin Ragginger, and without hesitation, they declare that it's the best race on the calendar – way superior to other night-and-day races like Le Mans, Daytona and Spa.

Twenty-four hours is a long time to be concentrating on a race, and having logged the fortunes of the leading Porsche protagonists, it's time to venture out into the forested sections beside the deep Nordschleife to immerse ourselves briefly

in the hedonistic maelstrom wrought by race fans, an encounter with those bad boys Mad Max, Burning Man and Glasto, all rolled into one. The soundtrack is unremitting dub, techno and heavy metal thumping full-volume from extemporised sound systems, randomly interspersed with fireworks, thunderflashes and strobes. The PA, let alone the race engines, is barely audible. A concoction of aromas greets the senses, too: hot car fumes, barbecues next to the footpath, and fry-ups emanating from random chuck wagons. It's hard-core, but the mood is cheerful – as it would be, given the intake of who knows what!

The Falken Porsche lost time early on with a puncture, dropping to 65th, but having hauled it back up to 17th, Klaus Bachler bins it with two hours to go. Honour is saved by the similar Manthey racing 911 that's led for much of the race and only demoted to 2nd due to overtaking under unseen yellows. The result is kind of immaterial, though obviously you want your hosts to win.

The downside of these big events is that you end up staying maybe 50km from the venue, or else you go commando, along with the hard-bitten punters. Will I camp next year? Yeah, sure!



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Basalt black with black leather
59,000 miles **£42,000**



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Basalt black with black leather
55,000 miles **£42,000**



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Meteor grey with black leather
47,000 miles **£42,000**



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911 997 Turbo 3.6 tip (57 - 2007)
Basalt black with black leather
58,000 miles **£48,000**



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58,000 miles **£33,000**



911 997 "4S" 3.8 (08 - 2008)
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75,000 miles **£32,000**



911 997 "2S" 3.8 (57 - 2008)
Atlas grey with black leather
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911 997 "2S" 3.8 (07 - 2007)
White with black leather
58,000 miles **£32,000**



911 997 "4S" 3.8 (06 - 2006)
Seal grey with grey leather
53,000 miles **£31,000**



911 997 "4S" 3.8 (57 - 2007)
Atlas grey with black leather
63,000 miles **£30,000**



911 997 "4S" 3.8 (07 - 2007)
Basalt black with black leather
58,000 miles **£30,000**



911 997 "4S" 3.8 (08 - 2008)
Basalt black with black leather
63,000 miles **£30,000**



911 997 "4S" 3.8 tip (57 - 2007)
Meteor grey with black leather
62,000 miles **£30,000**



911 997 "2S" 3.8 (07 - 2007)
Basalt black with black leather
72,000 miles **£30,000**



911 997 "2S" 3.8 tip (06 - 2006)
Midnight blue with ocean blue leather
31,000 miles **£30,000**



911 997 "4S" 3.8 tip (06 - 2006)
GT Silver with black leather
62,000 miles **£30,000**



911 997 "2S" 3.8 (57 - 2008)
Silver with black leather
59,000 miles **£30,000**



911 997 "4S" 3.8 tip (06 - 2006)
Seal grey with ocean blue leather
55,000 miles **£29,000**



911 997 "2S" 3.8 tip (57 - 2007)
Silver with black leather
53,000 miles **£28,000**



911 997 "4S" 3.8 (07 - 2007)
Atlas grey with stone grey leather
69,000 miles **£28,000**



911 997 "2S" 3.8 tip (07 - 2007)
Meteor grey with black leather
48,000 miles **£28,000**



911 997 "2S" 3.8 (06 - 2006)
Arctic silver with black leather
68,000 miles **£28,000**



911 997 "2S" cab 3.8 tip (06 - 2006)
Basalt black with black leather
66,000 miles **£28,000**



911 997 "2S" 3.8 tip (56 - 2006)
Atlas grey with black leather
72,000 miles **£27,000**



911 997 "2S" 3.8 tip (55 - 2005)
Arctic silver with black leather
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PORSCHE WANTED (2003 TO 2014)

FRANKEL

Andrew Frankel can't get his head round why folk are getting their knickers in a knot over the Taycan and its Turbo badging. Plus, thoughts on the 'more for less' Cayenne Coupe; the Formula E shortcomings, that Porsche's involvement won't change; why the 911SC is the classic under-rated 911 and why the late Ferdinand Piech might be having the last laugh



ANDREW FRANKEL
The Porscheophile

CAYENNE COUPE MUSINGS

Recently I've been driving the new Porsche Cayenne Coupe, and during my time in the car was struck forcefully by two thoughts, neither being what on earth was Porsche thinking calling it a coupe. Of course it is no more a coupe than am I a prima ballerina, but Porsche would be by no means the first not to let the truth get in the way of a catchy car title.

On that subject, and if I may briefly digress, I simply don't understand the fuss that's been made over calling the recently launched flagship Taycans the Turbo and Turbo S. It's just a name and has been used to denote the flagship model in Porsche's ranges for decades. All Cayennes, Macans and non-GT 911s now carry turbochargers, so is it wrong to deny the lesser models that title? No, the Taycan is no more a Turbo than the Defender actually defends anything or a Rolls Royce Dawn can only be driven at sun up. It's just a name, everyone understands what it means in the context of Porsche, and those jumping up and down about it should perhaps wonder if it's really among the more important things in life.

But back to those couple of thoughts. The first is the less

contentious of the two, namely why on earth has it taken Stuttgart so long to get around to building such a car. Much to my chagrin, BMW proved over 10 years ago that charging more money for a worse version of an extant SUV was a sound business case, and the X6 has been selling by the spadeful ever since. Inevitably Mercedes-Benz and Audi joined in, but Porsche has only just and very belatedly joined the game.

In the Porsche's favour and unlike certainly the BMW and Benz equivalents, the Cayenne Coupe does at least look no worse than the car from which it's derived – indeed I'd not argue with anyone who said it was better looking – but like them all it is less spacious in both back and boot and, of course, more expensive to buy.

And that's the second thought. Is there something I've missed, some dynamic dimension to it that passed me by when driving? I doubt it. If you're happy to pay more for less in the almost certainly mistaken belief that your friends, family, neighbours and colleagues will somehow think more of you as a result, then that's fine. Me? I'd stick with the standard car, and have me a little holiday with the money I saved.



The Cayenne Coupe was only a matter of time coming and, needless to say, it's a pretty pointless machine that defies much in the way of objectivity

THE PROBLEM WITH FORMULA E

What, I wonder, is your view of Formula E, and has it changed now Porsche has announced its involvement? Me neither. I've tried hard over the last couple of years to get excited about it but despite the outstanding calibre of driving talent on the grid, it has so far failed to grip me.

But what has surprised me most are that the reasons I have yet to become engrossed are not those I expected. For instance I thought the fact the cars are so slow and have wildly more downforce than power would be the biggest turn off. Not even close. Nor is it the fact the cars sounds like the room at Bentley where row after row of highly skilled upholsterers pedal sewing machines to stitch leather together.

No, my problem are the tracks. The idea was good enough: create circuits in city centres which not only makes going to a race far easier for the paying public, but it also allows Formula E to showcase its zero emissions credentials. But the reality is that city centres do not now and nor have they ever made good venues for motor races. And no,



Porsche entering the Formula E Championship won't and can't change the fundamental racing issues with the series

not even Monte Carlo whose place on the F1 calendar has everything to do with history, money and glamour and nothing whatever to do with its suitability as a venue for very powerful single seat racing cars. The result is races where the pack is usually bunched up, but where

overtaking is still hideously difficult to achieve. So you get a procession. I've not watched races from all venues so maybe some buck this trend, but judging those I have seen, it'll take more than a couple of Porsches on the grid to make me want to tune in again.

IS THE SC THE MOST UNDER-RATED 911?

What is the most under-rated 911? I'm sure there are plenty who'd argue for the gen 2 996 and maybe more than a few for the beautifully built if physically ugly 964. To me it was always the G-series SC. I'll go further: given the choice between a late 204bhp SC and an early 231bhp Carrera 3.2 and I'd probably plump for the earlier car, and certainly if I got to keep the change.

The thing about most of the 911s that people like me rave about is that they were usually quite peaky cars. All the 'S' models from the late '60s and early '70s needed proper revs on the clock before they'd give their best, regardless whether their motors displaced 2.0, 2.2 or 2.4-litres. Indeed the 2.7-litre Carrera RS was cut from very similar cloth. But then came the fuel crisis, emissions legislation and the need for engines that were both bigger and lazier to both retain power and comply with the law. Which is why the 3-litre SC when it arrived in 1978 was no more powerful than a 2.2-litre 911S of 1969. But by the time the 204bhp model arrived in 1981, the car was almost as powerful as had been the 2.7RS, with the crucial difference that the needle didn't need to be two thirds of the way around the dial before the car performed as it should. On the contrary, the SC was already pulling hard at less than half the permissible revs.

Maybe that's not in keeping with our image of 911s as pure sports cars, only to be driven at speed by real drivers, but that view is at considerable variance to how these cars were actually used: as daily driver commuter

cars which might occasionally be let off the leash. And in that role the effortless SC was superb, particularly for those who struggled to get on with its awkward 915 gearbox: all that torque meant you simply didn't need to use it so much.

And today as owners and users of classic cars, most aren't too keen to rev their pride and joys to the red-line lest their ancient engine unstitches itself as a result. We tend to drive such cars on their mid-range power and it is here that the SC excels and probably explains partly its reputation as being one of the most reliable of 911s. Put it this way, you'd need to drive the wheels off a Carrera to establish even a small lead over an SC, and I just don't think most owners of old 911s drive that way now, any more than they did when they were new.



The 911SC was the first 911 that didn't rely on revs to perform, which made it a more practical proposition for most drivers, then and now

THOUGHTS ON PIECH

When Ferdinand Piech died at the end of August, it wasn't just a great industrialist we lost, but a true icon of our industry. He may never have put his name on a car but to me he is absolutely up there with Henry Ford and Enzo Ferrari among the scions of this business. Naturally we all think of him as the man who designed the Porsche 917 and I think his role in that project is often under-rated: it was the strength of his character that persuaded the board to sanction the building of 25 of them in the first place, defying the FIA's new rules intended to ensure no such car ever got made, and it was his obsession with maximising the car's power to weight ratio that ensured it soon became the fastest racing car the world had ever seen.

But I admire Piech just as much for his other work: he was the man behind the Audi Quattro upon whose legacy the brand continues to dine out until this day, and it was Piech who took over an ailing VW Group, days from bankruptcy, and turned it into the largest car company in the world.

And he never let someone put one over on him. I well remember Porsche's hostile takeover bid for Volkswagen, which really looked like it might work. In the end however and thanks mainly to Piech it was Porsche that got bought by VW and not the other way around, finally bringing his old family firm under the wing of the empire he had built.

Of course Piech was eventually booted out when the supervisory board of VW

was forced to choose between him and group CEO Martin Winterkorn. But even then he was not quite done, and when the Dieselgate debacle blew up, he told the prosecuting authorities that Winterkorn knew about the infamous 'defeat devices' long before their existence became public knowledge. Winterkorn is now facing serious criminal charges on both sides of the Atlantic and Piech, well, if there is a heaven, I imagine there will be a thin smile on his face as he laughs at his nemesis from beyond the grave.



Ferdinand Piech (right) is revered as the man who designed the Porsche 917, but there's far more to his legend



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YOU AND YOURS: JAKE BARTON

WALTER RÖRHL DROVE MY 968 CS

Meet Jake Barton and his 968 Club Sport. A nice bit of lightweight Porsche, you'll agree, but one made rather more special thanks to its significant history/back story...

Words: Steve Bennett Photography: Antony Fraser and courtesy of *Auto Zeitung*, *Auto Bild* archive and RM Sotheby's

A slightly different take on You and Yours this month. Why? Well the owner and car are well known to your Editor (that's me) and has been for getting on for 20-years. So let me introduce Jake Barton and his 968 Club Sport (and his 996 Carrera 2, but that's really just a bit player).

Jake is a mate, someone I used to share an office with, many a pint, trips to Le Mans and the Nürburgring 24hr race, track days and more. Throughout that time, he has pretty much always had his 968 Club Sport. Indeed, we both got ourselves Porsched-up pretty much within a week or so of each other in 2001, me in a leggy, cheap 944 Lux and Jake in this rather more immaculate 968. Jake was with me when I bought the 944 as was another mate, Bob. Bob is important in all this, too...

But back to Jake. A life-long petrolhead, with an enthusiasm for endurance sportscar racing, a Porsche was always going to be on the radar, but which one? Back in the early

2000s track days were the big thing and the 968 Club Sport was the cult track day car of choice and acknowledged by those in the know as a car of some genius in the handling department. These were certainly considerations for Jake, but when asked as to why, when push came to shove, he bought a 968 Club Sport, the reply is unequivocally thus: "Bob told me to."

Sadly, Bob is no longer with us. He died tragically young from a rare strain of cancer. He was the MD of the internet development company that Jake now heads up, was resident in the aforementioned office, shared all the same pints, trips to Le Mans and the 'Ring, and a partner in crime when it came to car buying shenanigans back in the days when you could pick up really interesting stuff for not a lot of money. Bob made me buy the 944, a BMW E30 M3 and a Carrera 3.2. Indeed, I'm sure he made me buy my 996 C2, despite having passed away in 2005... Bob has a lot to answer for.

Back to the story. Clearly Bob could sense

that Jake just needed a nudge in the right direction to join the Porsche club. "Bob spotted the 968," recalls Jake. "It was for sale with MCP Motorsport in Sheringham, on the North Norfolk coast." MCP Motorsport is Martin Pearse, whose mantra has always been the 'Depreciation Proof Supercar.' As such he was, and still is, the go-to man for interesting and rare stuff, usually of the Porsche, Audi and Mercedes persuasion and quite often imported from Germany. A LHD 968 Club Sport was perfect MCP fodder. Jake elaborates: "I was driven to a car park in Framlingham, by Bob. We met Martin Pearse (he was playing cricket in Fram), with the 968. It all seemed to check out. Then Bob drove me to Barclays and made sure I signed the paperwork for a £12k loan."

OK, so Jake is perhaps being a little tongue in cheek here, but really, that is pretty much what happened and all without myself and the rest of Jake's car mad cohorts getting a sniff of the deal. That is until one day, gathered on Jake's drive, *en route* to the pub, he



Jake Barton, with his 968 Club Sport, which for nearly 20-years had been concealing its history. Right: Walter Röhr, poses on the wing of the very same 968 Club Sport

concocted an excuse to open the garage door and there it was: a Porsche 968 Club Sport in all its Speed Yellow glory. Without doubt, Jake had upped the ante and my E30 M3 followed soon after... Oh, and Bob got himself a Guards Red 968 Club Sport, too, putting his money where his mouth is.

Jake's £12k had bought him a very clean 968 Club Sport with 128,285km on its LHD clock, AKA about 78,000-miles. Originally imported from Germany by 911 driving guru, Nick Faure, the yellow peril passed through a couple of owners prior to Jake, the last, Alex Willard, accruing a reassuringly big bill with Parr for a top-end rebuild, including new cams, inlet valves, cam chain, plus clutch and flywheel. That's £7000, please.

In Jake's tenure the 968 whizzed backwards and forwards to Le Mans for a good few years and did a few track days, as intended. An ongoing programme of work included the correct MO30 brakes being fitted in 2004 and full M030 suspension (it already had the M220 limited-slip differential option) and anti-roll bars in 2009, all by Jake himself. New cams were fitted by ProMax in 2010 as a preventative measure and then, in 2012, Jake embarked on an extensive mechanical and cosmetic overhaul to bring the 968 up to the sort of standard that qualifies it as being one of the best around.

And that could have been that. Nice car, a fun story, but actually this 968 Club Sport has a back story, which Jake has recently discovered: "While going through the service history in some detail, it struck me that the first three services all took place at the same Stuttgart dealership, that being the factory dealership, which is opposite the Porsche Museum." Interesting, so some sort of factory

Right: The original Porsche sourced press shot clearly showing the chassis number on left of bulkhead. But which of S-LM registered press cars was it?





Jake's 968 Club Sport in Speed Yellow, the launch colour of choice. Jake's car is no14 off the production line

affiliated car then? Jake continues. "Examining this closer, the car covered 38,800km in less than 11 months, with all the services on the same invoice number. Weird, I thought!

"Suspecting that the car was some way originally attached to factory duties, I emailed the Porsche Museum to enquire about its

had, plus chassis number, Jens confirmed that Jake's 968 was indeed a press car and fired over a selection of very familiar press shots. What he couldn't confirm, though, was which of the press cars it was.

Of course, there's no such thing as a mystery these days and, interest well and truly aroused, Jake continued to search. "Armed

an actual plate was proving to be elusive. It could have been one of a number of factory press cars, with plates starting with S-LM. Still, the sleuthing was fun and it seemed like a plan to try and find any German car mags of the time, to see if the 968 could be spotted. Indeed, I jokingly suggested to Jake that he would probably come across a picture of Walter Röhrl driving it...

"After a few weeks a load of magazines arrived from Germany and I started going through them. There is a first drive in *Auto Bild*, various tests against Mazda RX-7, E36 M3, Audi S2, but nothing I could pin-point. In desperation, I started taking hi-zoomed images on the engine bay shots, to try and pick out defining features against the Porsche press shots, but there was no definitive eureka moment/match."

Then, the breakthrough. "Another magazine arrived: *Auto Zeitung* No1, 12/12/1992. In it a group test of the 968CS v Nissan 300ZX, Mazda RX-7 and the Mitsubishi 300GT. To my horror/surprise, there is some lanky German in period dress, with his foot on the bonnet of the 968. It's Herr Röhrl! I confess, I was excited, but still I

Left: The opening spread from *Auto Zeitung*, Dec 1992. Below: Herr Röhrl, probably saying "One day this 968 Club Sport will belong to driving god, Jake Barton"

“ After a few weeks a load of magazines arrived from Germany ”

history but, initially, I got no response. I was then contacted by Porsche GB, who asked for a copy of the V5, but conceding that the car was delivered in Germany, pointed me back in that direction...

A slight breakdown in Anglo/German communications perhaps. No matter, mulling this over with Jake I decided to fire off a quick email to Jens Torner at the Porsche Museum. Jens is a good chap and the man at the Porsche archive. Armed with the info that we

with the knowledge there must be some pictures on the internet somewhere, I went digging for pictures of engine bays to see if I could see any chassis numbers. I came up trumps on the Porsche website. There was my car's engine bay, with its chassis number ending with 815075, in the 968 section celebrating 70 years of Porsche sportscars."

Supplying Jens with that pic and info, Jens was able to link Jake's car with other press images, but matching the chassis number to





Above: Jake at the wheel. Note interior is standard, right down to the original head unit. Top right: First three service stamps are from the factory and show the car covering 38,800kms in just 11 months. Enough to pique Jake's interest and investigate his 968's history

couldn't tell if that was my car. The camera came out. Comparing all the details, Jubilee clips, engine bay wiring, all looked identical to the press shot. I was convinced, but still lacked proof that this car, S-LM 5402 and K190 RBK, were one and the same."

And as is so often the way, the evidence had been lurking all the time, although only if you know how to decipher a German number plate... "The next day I was showing a friend the service book and explaining the story so far, when it fell open on the inside cover. Written in the top left-hand corner, was S-LM 5402! Still, anyone could have written that, but it was kind of conclusive! It also taught me to read more!"

"Auto Bild's first drive story also featured S-LM 5402, but as I said, I couldn't pin-point the chassis number. I found more pics on Auto Bild's syndication website, which I tried to buy, but the site didn't seem to work. However, an email in the right direction and the helpful Auto Bild folk sent me the original scans. The chassis number is the same as K190 RBK, thus confirming that S-LM 5402 is indeed, definitively, the same car." Result!

After that, it became obvious that S-LM

5402 had been the 968 Club Sport of choice for press duties. Another period feature found shows Jake's car undergoing a group test in *Auto Motor und Sport* in 1993, pitched again against an E36 M3 and Audi S2 Coupe.

Well used? Well, yes, but well looked after, too, hence its three services in one year. And besides, Jake's research shows that three other early press 968CSs, on S-LM plates, were used in a 4-hour Nürburgring race, with three drivers including F1 Safety Car driver, Bernd Maylander. Those cars were specced with MO30.

Why wasn't Jake's car originally specced with the desirable MO30 suspension option? Probably because it would have been too hardcore against the period opposition that it went into battle with in the magazine group tests. The stripped out 968CS, even as standard, was a pretty extreme car compared to a BMW E36 M3 or a Nissan 300ZX.

This is for 968CS and Porsche spotting nerds only, but some forensic VIN plate deciphering revealed further points of interest. A cryptic "Z" Order Number 00681 translates as "Attention to a perfect engine compartment." Presumably because as a

press car it's going to be photographed and so has to look perfect. Under 'Description' on the VIN plate, it reads: "Press-vehicle. Only for identification/content." But enough sleuthing now. It's been fun and it adds a fascinating back story and not many folk can say that their car has been touched by the genius of driving god, Walter Röhrl, and then prove it.

And what now? Well, the reason that Jake starting digging into the history of his 968 after nearly 20-years of ownership was based on the decision that it was time to pass on the batten and sell it. Its history has put a different slant on its potential value. Already one of the best 968 Club Sports around, it deserves its moment in the spotlight, so it will be going under the hammer at RM Sotheby's London Auction at Olympia on Oct 24th. We'll be there to follow the story through.

In the meantime, Jake has future proofed Porsche ownership with a 996 Carrera 2, which I might have had something to do with! No great history revelations yet, and we don't think Walter has driven it, but no doubt it will pop up in 911&PW from time to time. Oh, and Bob would certainly have approved! **PW**

S-LM 5402 in further period action, this time in *Auto Motor und Sport* magazine



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Words: Richard Lane Photography: Porsche AG

BASIC INSTINCT

Once again, less is more for the Porsche 911, which is now available in its most basic Carrera 2 form. Still waiting for that manual, though...





Think of a Porsche 911. Not any 911. One that's twin-turbocharged and rear driven, with huge tyres. One that'll sprint to 62mph in a shade over four seconds and flat-out will see the far side of 180mph.

Some of you will now be thinking about the 993 GT2, but you could just as well have the new 911 Carrera in your mind's eye. That's the new and very much entry-level 911 Carrera. It's an extraordinary thing: the performance of a pulverising homologation special built as recently as the mid-1990s can now be matched by the most junior member of the family.

In fact if you option the Sport Chrono package, it'll drop the new car's sprint time to four seconds dead, against 4.4sec for the 'classic' GT2, but that only serves to strengthen the point. The two cars also share a very similar contact patch, though in 2019 the Carrera's 295-section rear tyres class as fairly modest, whereas in 1995 the 285-sections on the GT2 were almost grotesque by the standards of road-going Porsches.

The only major difference is that back then you needed to spend the equivalent of £173,000 to get such epic performance from a 911. Today it costs half that. Admittedly the GT2 also tipped the scales at less than 1300kg – some 210kg shy of its descendent, even though the new

car benefits from aluminium body panels. There's still work to be done on that score.

So, the new 911 Carrera: non-S, non-4WD, non-Cabriolet, but driven here with an eight-speed dual-clutch gearbox instead of the seven-speed manual that'll arrive in due course. This isn't quite ground zero for the contemporary 911, but it's close.

The engine is the same rear-mounted 3.0-litre flat-six found in the S, though detuned with smaller turbochargers to deliver 380bhp at 4500rpm instead of 444bhp. Torque is also down, from 391lb ft

aren't made available at all. How much might Carrera owners miss rear-wheel steering and the 10mm drop in ride-height that comes with the PASM Sport suspension package? We'll see.

With no extras whatsoever, the Carrera costs £82,793, making it some £10,000 less expensive than the Carrera S. I should add that this test car costs considerably more than basic, thanks to extras such as a nose-lift system, sports exhaust, and the Sport Chrono Package mentioned a moment ago, which includes the dynamic

Every new 911 derivative has a launch 'look' and, for the 992, it's very much Guards Red with gold wheels. Got to say, we love it!

“ Back then, you needed to spend £173,000 to get such performance ”

at 2300rpm to 332lb ft from 1950rpm, although the knock-on effect of that seems slight: in kickdown the Carrera S bludgeons 50–70mph in a claimed 2.2sec whereas the plain old Carrera takes only 2.6sec. I'm certain many owners wouldn't notice the difference. Perhaps some road testers, too.

Elsewhere the Carrera gets smaller brake discs than the S, and while it's possible to specify many of the optional extras available further up the range (our test car uses carbon-ceramic brakes), two notably

engine mounts. The car also has the optional 90-litre fuel tank. This should, if the 40mpg touring economy recorded by the Carrera S we road-tested earlier this year is anything to go by, yield an almost unbelievable motorway range of 800 miles.

Inside it's much the same ambience as with the Carrera S, with the same 10.9in touchscreen and wrap-around 7in digital screens in the instrument binnacle. For the purists this place will take some getting

“ The optional 90-litre tank should yield an almost unbelievable motorway range of 800-miles ”





used to, but one press car on the launch event offset the progressive ambience with Truffle brown leather and 'Paldao' wood inserts. A true delight.

In the past the most basic 911 has often been among the very sweetest to drive. Smaller wheels, narrower hips and softer suspension. These elements made them easier to place on the road and even more expressive in their handling, at least at realistic speeds.

Which is why you should temper your expectations of the new 911 Carrera. These days it gets the wider body previously reserved only for S-badged variants. That and, having grown by 46mm, the front track width somehow now matches that of the outgoing GT3. Our test car also rides on optional 20in wheels at the front with the full 21in cartwheels at the back. The standard items – an inch smaller at each end – are hardly subtle, but these are concept car-sized.

It means the 911 is now a large car, and this particular example has a very serious wheel-and-tyre package with which to dominate the road beneath it.

It's equally serious in the engine bay, not only because 380bhp is still a hell of a lot

even in 2019, but also because the compressor wheels in the symmetrical turbochargers are smaller. That's not a typo. They deliver 300 millibars less boost pressure than those in the Carrera S but spool up even quicker, which practically eliminates lag and sharpens throttle response. With so much power and torque already at their disposal, that looks like a

light-footed, but above all it's relentless. The PDK gearbox also remains outstanding: shifts are cut-throat quick but effortlessly smooth, with just a little bite to them.

In short, the powertrain is excellent, and raw pace aside, more enjoyable than that of the Carrera S. What a coup.

Thing is, you might not realise quite how fast you're travelling. These tyres develop a

Interior is a highlight of the new 992, with its wraparound digital dash, save for analogue rev-counter, and central infotainment screen. PDK toggle a reminder that the manual is yet to arrive

“ In the past the basic 911 has often been the sweetest to drive ”

decent trade for the Carrera owner.

It means pick-up – which is occasionally accompanied by a faint metallic yowl reminiscent of old 911s – is therefore comparable to a naturally aspirated engine with a heavy flywheel, the intake tract gasping only momentarily before torque reaches the rear wheels. This new 3.0-litre is phenomenally responsive. The way it then spins to the 7500rpm red line is then somehow both thick-set and

ton of grip but the stability of this chassis and the 992 cabin's impressive isolation from wind and engine noise disguises how hard they're working. Worryingly, you can slip into triple figures without really noticing. Again, not a typo.

But this is the way of the modern 911. Considering almost two thirds of the mass lurks behind the driver, the Carrera S and this Carrera are freakishly composed. Even to the point of seeming inert. Porsche's

The narrow body 911 Carrera 2 is no more, as is the smaller wheel and tyre package. Test car is running on 20in fronts and 21in rears. Standard will be a 19in/20in front/rear combination







decision to go with a staggered wheel set-up – larger at the rear – has had the desired effect of pushing the car's balance point forward, and wherever you point the neat little 360mm-diameter steering wheel, the car simply goes, and goes effortlessly. Is the steering a touch heavy? Maybe, but that doesn't translate into slow responses, and anyway it's an intuitively geared rack.

So what's new? Because in all these respects the basic Carrera is just as impressive as every other 992-generation

weight distribution to come to the fore a little. The terms 'oversteer' and 'understeer' are largely anathematic to this generation of 911 – even one driven with reasonable commitment – but what the basic Carrera does so well is to hint at those kinds of movements as it transitions through corners. And rear-wheel steering? Didn't miss it, though it does make a very agile car more nimble still, and lightning fast through second-gear hairpins. Personal preference.

You can, of course, goad the car into

because our German route was beautifully surfaced, and unsurprisingly the Porsche rode them with the sort of grace you'd expect of a long-distance GT. Once the car arrives in the UK we'll test one with the smaller, standard-fit wheels to see how well this characteristic translates onto more broken roads.

If the last generation of 911 is anything to go by, the Carrera S will outsell the Carrera and the Carrera GTS will do better than either when it arrives a year or two from now. Because unlike the people who buy the 718 Boxster and Cayman, who mainly opt for plainer variants simply to get on the first rung of the Porsche ownership ladder, 911 owners tend to spend fairly big. And the more expensive the model, the more they spend on options.

After driving the basic Carrera, I'm not convinced that's the right approach. Admittedly, with its new wide-body curves, the car feels uncomfortably butch on many roads. On the flip-side, if you've always liked the 911 with added presence, no longer do you need to pay a premium for the Carrera S. And at no point on some very quick, open, flowing roads does the less powerful car's 380bhp feel underwhelming. Not even for a second. If anything, it means the car lingers a little longer on the straights, the tacho needle reaching greater heights than it otherwise might.

Supple, uncomplicated to drive, but at its core still a deadly serious sports car, this least expensive Carrera is the best of the bunch to drive at eight or nine tenths. And if you're going any harder than that, you're probably on track and what you really want is a GT3. Or a 993 GT2. **PW**

It's a handsome thing and the world is a better place all the time the 911 continues to look unmistakably like a 911

“ The car feels uncomfortably butch on many roads ”

we've so far tested. Accurate, neutral, phenomenally quick.

What's new is that the entry-level 911 doesn't take itself as seriously as its siblings. The standard ride-height makes it appear a little perched at standstill, at least compared to cars equipped with PASM Sport suspension (which, in terms of global stock, is most of them), but the more generous travel introduces some extra fluidity into the body movements once you're on the move.

And if you want to interact with your 911 at real-world speeds, that's invaluable, because the difference is clear to see – or in this case, feel. The suspension breathes more freely and that unlocks some personality by allowing the car's natural

oversteer by leaning on the front axle through slower corners. It simply doesn't stop gripping, and eventually the rear relents and starts to slip onto a wider line. The movement can be sudden but it's never ragged, because the body control is still so sensationally good, despite the softer suspension set-up. Five miles in a standard Carrera and you'll wonder why anyone would want it any stiffer. Past experience tells us the 992 can get a bit floaty on seriously challenging roads – the sort you'd find in Wales – but with the dampers left in their default setting, as far as lateral control is concerned the Carrera strikes a sublime compromise. You could always take them up a notch in Sport Plus mode, too.

I can't speak for overall ride quality

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THE ULTIMATE OUTLAW?

Emory Motorsports and Momo build the Maximum Strength Porsche 356 in a homage to the 935 racer, from a melding together of a derelict 356 shell, 964 underpinnings, a bespoke flat-four, twin turbo engine and 1000s of hours of skill and fabrication

Words: Matt Stone **Photography:** Drew Phillips, Emory Motorsport and the author







Rod Emory's grandfather Neil founded the famous Valley Custom shop in Southern California in 1948, as the interests in hot rodding and custom car building were defining themselves. It was a truly old school, by hand, and down-to-the-metal custom shop that could section, channel, nose, deck and french the bodywork of nearly any automobile. Everything was built or modified by hand, out of metal with old school hand tools, and assembled with gas welders and smoothed out with lead. Valley Custom was, and remains, the stuff of car culture legend.

Three generations later, Neil's affable, uber enthusiastic grandson Rod is deep into the game, although his Emory Motorsports doesn't much deal in the hot rodded and customised Detroit iron that made Valley Custom so famous; no, young Rod builds

and restores very special, utterly bespoke and equally unique Porsches. There were certainly hot rodded Porsches before Emory hung his shingle more than 20 years ago, but he's since coined and defined the term 356 Outlaw. "Outlaw" is a combination of restoration, customisation and comprehensive engine and chassis enhancement that turns a 356 into something even more special looking and better performing; think of it as style-driven and concours quality restomodding. He's built cars for classic Porsche collectors, rockers, and even restored one historically significant Porsche racing car (the Le Mans class winning 1951 Porsche 356/2 Gmund SL #063) for its maiden voyage at the Pebble Beach Concours d'Elegance a few years back – no small undertaking, as this car had been decapitated into a roadster way back, so Emory and his metalworking boffins had to design and completely reconstruct its utterly

unique aluminium roof structure.

After so many fabulous 356 builds, he constantly wondered "what would the 356 be if Porsche were still producing it and had evolved through as much evolution and racing as the 911?" He and concept artist friend, Greg Macy, had done a few fantasy sketches and parts lists, when he was knocking around the idea with client, friend, and Momo principle Henrique Cisneros who went bonkers over the concept, and asked "what would it take to make it a reality?" This really got Emory's juices going, as one of his very favourite most iconic racing wheel designs is the (most often) black, centre locking, five-spoke Momo racing wheel run on so many great racers from IMSA and Le Mans fame; you saw this wheel on 917s, 956s, 962s and 935s. Cisneros had only two requirements of this 356 meets 935 monster – that it incorporate an appropriate number of Momo components and design cues (the

It's a 356, but not as we know it, or anyone else for that matter. Without doubt this Emory Motorsports built 356 RSR takes the 'Outlaw' theme to a new level

Centre section of the 356 bodyshell remains, but the front and rear sections are a mix of bespoke and 964





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wheels, belts, seats, pedals and such) and that it spit flame out the tailpipes on the overrun, just like those famous Porsche racers. That was in 2012. It would be an interpretive homage to the famous Porsche 935 works racers of the 1970s, incorporated with Emory's own 356 Outlaw styling and concept. And it had to begin with and be based on a real 356.

While the purists among you may be

considerable amount of time and effort went into ideation and design.

Even though the 935 was the flavour bogie, Emory and the design team decided that the steeply raked false roofline and giant rear wings that so defined this all conquering racer's look would just be wrong on a 356, so virtually all of the stock roofline silhouette was retained, sans wings and things. Also no IMSA or café racer box style

element of real Porsche underneath. Emory credits Avedis Djinguelian with refining the design drawings and details to create detailed renderings serving as a more accurate and representative build and style guide to the finished product.

Of course a dozen aftermarket companies make bespoke suspension hardware for all manner of Porsches, but something Emory Motorsports has developed over several of its latest and current builds is a system and hardware by which to accommodate 964 control arm suspension architecture and mounting points into these now highly sophisticated 356 builds. Emory searches far and wide for damaged 964 model Targas and Cabriolets that currently don't cost a lot. A modestly damaged 964 gives Emory lots of chassis sheet metal, steering, a G50 5-speed transmission, and all the suspension. The newest Emory Outlaw tub design (and the RSR) becomes a melding of 356 and 964 chassis metal work, retaining the 964's suspension pickup points; this doesn't mean that he uses 964 suspensions in stock tune, but when spec'ing out shocks, springs and anti-roll bars, he can employ pieces already designed, tested and

If you're thinking it looks kind of familiar, that's because Emory set out to create something that melded 356 with 935. Obviously really!

“ The basis of the Emory RSR was a terminally rusty 1960 356B coupe ”

shuddering about now, rest assured that Emory had no interest in Godzillafying a highly original, preservation quality 356. The basis of what became the Porsche 356 Emory RSR Outlaw was a terminally rusty 1960 356B T5 coupe. The roof was generally solid, but the body panels, doors and floors were junk, which was fine as the roof and a few other small panels were all that Emory intended to utilise. A

flares need apply. The RS's somewhat flatter visage recalls the 935's "flachbau" look, and another design cue that rings loud and clear is a remaining hint of the 356's rear tail panel, with PORSCHE lettering and teardrop shaped taillights clearly peeking out from the engine cover and tapered rear fender panels, just as did original 911 lights and tail panel from the butt end of a 935; all of which underscores that there is some

Left: Flat-four uses bespoke block and heads, plus crank, and otherwise internals and as many ancillaries as possible are stock Porsche. Below: Engine subframe and suspension pick-up points are 964 derived







developed for Porsches, in concert with factory Porsche control arms and such. It all fits and works, without having to reinvent those wheels, so to speak.

The 964's wheelbase is longer than a 356's, so some metal panel work is added to the floorpan just aft of the shifter area, and the new wheelbase is a compromise between the stock dimension of the two models. The engine frame section was tailored to a length appropriate for an air-cooled four. All of the car's now removable nose and tail bodywork is hand-formed aluminium, as is the deck lid with custom stainless hinges and one-piece aluminium bonnet with oil-cooler air outlet. To relieve wheel-well air pressure, Emory added

louvres and front fender stand-offs. Other custom air-management modifications include stainless mesh grilles for the cooling ducts and intercooler air inlets in the steel section of the rear fenders. Final exterior touches are modified Porsche 911 rocker panels and Plexiglas side and quarter windows. The body colour is a custom blend of PPG hues that Rod calls Meteorite Matte Metallic.

The RS wouldn't be true to Porsche or the 356 without an aircooled flat-four. But this ain't no pushrodder 1600, baby. You're likely familiar with the Dean Polopolus developed SOHC 911 architecture four cylinder engine run in many hot rodded 356s. Emory and engine build partner,

Rothsport Racing, decided to develop their own original flat-4 cylinder design, which incorporates mechanical elements of the early 2-litre, the 3.3-litre and 3.6-litre twin-plug 911 engine designs. The Emory-Rothsport "Outlaw-4" combines original sand-cast case halves, billet aluminium cam towers, custom crank, cams and valve covers, with many Porsche OEM parts, gaskets and components, to give it more Porscheness and robust reliability.

The decidedly exotic Emory-Rothsport twin-turbo Outlaw-4 engine produces 395 horsepower – imagine this in a car that weighs only 1950 pounds. This proprietary engine is only available in Emory Motorsports builds; a collaboration between

Interior is typically 356 tiny, with a corresponding vintage style, upright, driving position. Note the 935 inspired dash mounted boost control knob

Left: Finished engine is a 2.4-litre, twin-plug, single OHC, flat four, with twin turbos putting out nearly 400bhp



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This 1963 Porsche 356C 1600 Cabriolet featured here with matching numbers is available in its original color code#6406 Irish green with a brown interior and a black vinyl soft top that complements the car very well. The 356C Cabriolet comes with a Certificate of Authenticity and is equipped with a manual transmission, dated solid wheels, a rear luggage rack and includes \$17,000 in receipts for mechanical work done in 2017. This is a highly sought after and highly collectible example in a gorgeous color combination. The Porsche is also mechanically sound.

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1973 Porsche 914 Stock #11129

This 1973 Porsche 914 is available in a beautiful and vibrant original color code#L64K Zambezi green with a black interior. It comes equipped with a manual transmission and alloy wheels. This is a very presentable car which only needs some light cosmetics. This Porsche has a lot of potential and is mechanically sound.

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1983 Porsche 911SC Stock #10911

The 1983 Porsche 911SC with matching numbers is available in red with a black interior. It comes with a clean Carfax and is equipped with a manual transmission, wide body slant nose kit, power windows, MOMO steering wheel, soft top with boot, ROH wheel and includes the spare tire and tool kit. This vehicle is mechanically sound.

For \$27,500



1975 Porsche 911 Sunroof Coupe Stock #10882

This 1975 Porsche 911 Sunroof Coupe is available in its original color code#406 Gazelle Metallik with a tan interior. It comes equipped with a manual transmission, 3.0-liter engine, solid wheels, sunroof and includes the original owner's manual. It was with the same owner for many years and is a very presentable vehicle, which is mechanically sound.

For \$27,500



1983 Porsche 911SC Sunroof Coupe Stock #10897

This very presentable 1983 Porsche 911SC Sunroof Coupe shown here with matching numbers is available for sale in red with a grey interior. It comes equipped with a manual transmission, air conditioning, power windows, and Fuchs wheels. This is an excellent weekend driver which is also mechanically sound.

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1974 Porsche 911 Targa Stock #11114

The 1974 Porsche 911 Targa with matching numbers is available in its original color code#516 Desert Beige with a tan interior. It comes equipped with a 5-speed manual transmission, Fuchs wheels and includes the spare tire and tool kit. This car is mechanically sound.

For \$28,500



1986 Porsche Carrera Targa Stock #10849

This 1986 Porsche Carrera Targa with matching numbers is available in a blue metallic with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, power windows, Fuchs wheels and includes the spare tire. A very clean and presentable vehicle which had the same owner for many years and is mechanically sound.

For \$29,950



1968 Porsche 912 Coupe Stock #11065

This 1968 Porsche 912 Coupe with matching numbers is available in its original color code#6806 Irish green with a black interior. It comes equipped with a 4-speed manual transmission solid wheels and includes the spare tire. This is an excellent original car which is mechanically sound.

For \$29,950



1973 Porsche 911T Targa Stock #11239

This very presentable 1973 Porsche 911T Targa is available in silver with a black interior. It comes equipped with a 5-speed manual transmission with a 2.4-liter engine, Fuchs wheels and includes the spare tire. It was with the same owner for many years and is an excellent weekend driver which is mechanically sound.

For \$46,500



1991 Porsche 964 Cabriolet Stock #11225

This 1991 Porsche 964 Cabriolet featured here with 89,726 miles on the odometer is available in its original color code#37VV midnight blue with a grey interior. It comes equipped with a 5-speed manual transmission, air conditioning, dual airbags, cruise control, OEM Porsche stereo, power windows, power steering, power seats, power soft top and solid wheels. Also included is the original window sticker, spare tire, jack, tool kit and air compressor. This car is mechanically sound.

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1965 Porsche 356C Coupe Stock #11078

This excellent original one-owner 1965 Porsche 356C Coupe was purchased new at the Stuttgart factory. It is shown here with matching numbers and is available in its original color code#6402 ruby red with a black interior. It comes equipped with a manual transmission, dual carburetors, dual headrests, solid wheels and includes the spare tire, owner's manual, original service booklet and some service documentation. This is a very rare one-owner example with original documentation. The Porsche is also mechanically sound. Don't miss out on this one.

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1968 Porsche 911L Soft Window Targa Stock #10296

This very rare and collectible 1968 Porsche 911L Soft Window Targa is available in this gorgeous color combination of brown with a black interior with Pepita inserts. It comes equipped with a 1968 period correct 2.0 liter with a manual transmission and Fuchs wheels. An extremely clean and presentable vehicle which had the same owner for many years. The Targa is a limited production and is also mechanically sound.

For \$84,500



1965 Porsche 911 Stock #11246

This extremely early 300 series 1965 Porsche 911 is available in its original color code#6404 Irish green with a black interior. It comes with a Certificate of Authenticity and is equipped with a 2.0 liter with a manual transmission, chrome wheels and includes the spare tire. Early 911's are one thing but getting your hands on a 300 series 911 is a whole different animal and a new level in vintage Porsche ownership. Don't miss out on this one. This vehicle is mechanically sound.

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Rod Emory and Jeff Gamroth of Oregon based Rothsport Racing, in 2.4 and 2.6-litre variants, ranging from around 200 horsepower to nearly 400 in carburetted, fuel injected, and twin-turbo configurations. The 'Outlaw-4' engine's architecture is based on the dry-sump Porsche 3.6-litre power plant from the 1990s. Rothsport created the purpose-built fuel-injection system with a one-off intake plenum and twin-plug distributor, managed by a Motec computer. The RSR race-inspired twin-turbo system uses two Garrett GT28R ball-bearing turbos with Turbosmart wastegates, backed by custom intercoolers. A dash-mounted 935-style boost control knob allows dialling up as much as 1.2 bar boost from the turbos. All just another connection to that iconic twin turbo 935 that inspired so

much of this wonderful madness.

Other Outlaw-4 details include a full-flow oil system, with remote, front-mounted filter and cooler, plumbed with XRP lines and fittings – total capacity is 18 quarts. Also, Rothsport Racing fabricated a custom 3-2-1 stainless-steel exhaust system, which ends with muffler-less straight pipes. The fuel system includes an 18-gallon Fuel Safe fuel cell, mounting a self-contained Radium FCST fuel delivery system.

The 356 RSR's suspension was designed around the extreme power-to-weight ratio. Ride is controlled by Ohlins coilovers with 1.5 inches of on-demand lift to negotiate driveway aprons. Eisenlohr Racing Products front camber plates and mono-ball mounts make for additional adjustability. Ultimately flat cornering is aided by Tarett Engineering

anti-roll bars. Also, the 964 non-power rack-and-pinion steering and brakes were retained, albeit with custom Coleman Racing rotors and hats.

Competition components were one of the project's springboards, but street-legality was an equal goal. One bespoke set of Momo Heritage centre-lock wheels were created just for this car; fronts are 7x17in and the rears are 8x17in, wrapped in Pirelli P Zero Trofeo R tyres. Emory told Cisneros "give me a set of these wheels, and we'll build the rest of the car around them." True enough.

Enough pieces and parts – how does it go? The car fires instantly and settles to an edgy yet relatively smooth idle; it zaps and zings quickly with no burping or hesitation. It takes a little torsional dexterity to wrangle my 240 pound frame into the snug racing

An 18-gallon Fuel Safe fuel cell, plus dry sump oil tank live under the hood

Below: Wheels are Momo Heritage centre lock, inspired by the 917 and other Porsche factory race cars of the '70s era







seats, although the Momo multipoint harness system has more than enough adjustability, and ties driver and passenger to the seats, and thus to the floor, and equally to the chassis.

Once warm, Emory boots the pedal, the tach needle snaps clockwise, and we're through first and popping the wastegates. The real storm begins with a redline run up through second gear, which also comes and goes quickly then into third and up to fourth and 100mph like nothing. Although the expression is far overused, the RS really does feel like a street legal race car. And oh mama, it's fast; 0-60 is well below four seconds, and it pulls like no 356 we've ever experienced. The cornering is cat quick, too; all facilitated by the ultra stiff chassis, responsive suspension, and monster

Pirellis. Our commando runs took place on public roads, not a race track, and it was highly comforting to witness that it stops as well as it goes. The brakes and sticky tyres pull the car up hard and straight, with no dive or squat in the equation. Impressively, this RSR doesn't bang and rattle as do so many race cars. This comes from very careful construction and build quality, naturally, but also tuning to preserve meaningful streetability, evidencing that some actual rubber remains in the suspension, instead of it feeling all welded shut with spherical rod ends as do so many track-only and overbuilt tuner machines.

The Hardura material on the floors has a rubber backing, and the cabin wears a lightweight headliner, all of which keep the aural crashing and banging at bay, and

even the road and powertrain noise to streetable levels. Worry not, though, it's enthusiastically loud, but doesn't punish.

What does all this speed and beauty cost? Out of respect to his client, Emory doesn't say, but rest assured that when you add in all of the bespoke development, and race quality parts and hardware, plus countless hours of hand fab work, it's our guess that a million bucks wouldn't buy more than a pair of them. But you can clearly see every penny of the investment.

Emory is thoughtful about what he's created: "Will every 356 aficionado love it? No, and that's OK. They're welcome to love it or hate it, but I hope that most enthusiasts will understand what inspired it, and enjoy the quality and technology that went into it."

Don't worry Rod, we get it. **PW**

It looks mad, it weighs just 890kg, with nearly 400bhp, so how do you think it goes?

Emory crew dwarf the 356 RSR Outlaw. It really is tiny!



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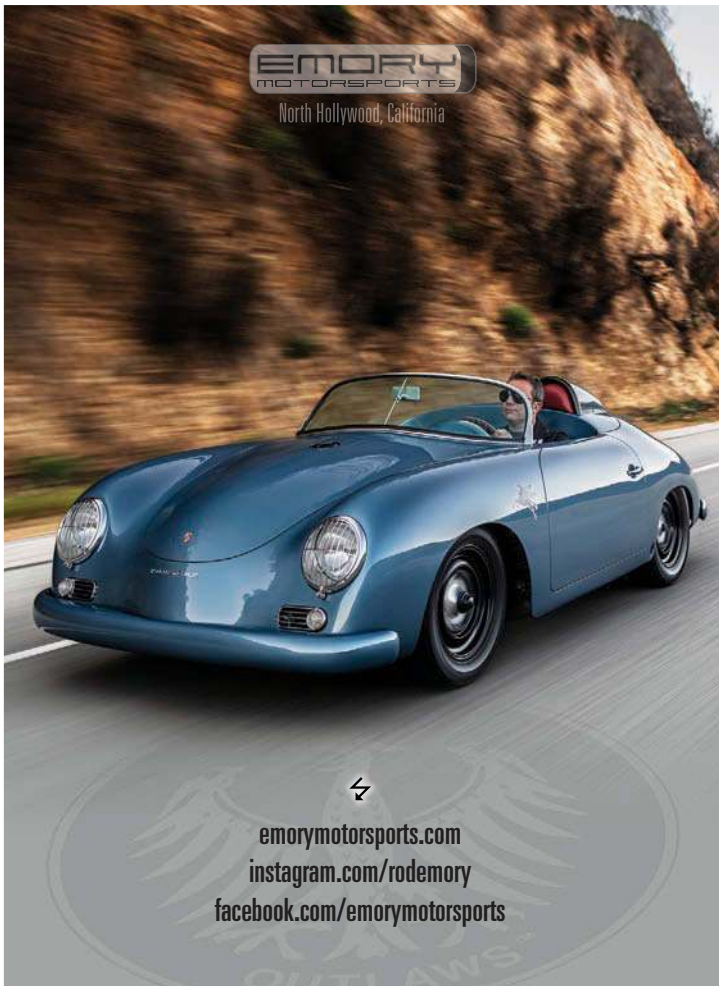
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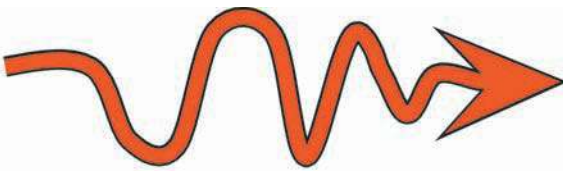
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TRIPLE WHAMMY

Like all cars of a racing persuasion, Porsche's GT3 RS evolved alongside its standard siblings. Marking the model's 20th anniversary, we drive three incarnations – and the contrast raises eyebrows

Words: Johnny Tipler Photography: Simon Clay





Three of a kind? Let's see! They're all hard-core, in their own way. You'd expect nothing less from the wildest manifestation of the 911 range. We get to helm most renditions of the GT3 from time to time, but rarely does as focused an opportunity as this come up, where we can try a trio of RS versions back-to-back – a 996 from 2003, a 997 from 2008, and a 991 made in 2015. We're at Autostore, based in rural Cambridgeshire, where the two earlier models are on sale, and the newest is in storage for its obliging owner.

Visually, the evolution is clear: the 996

now looks to have more in common with its air-cooled ancestors, at least as far as physical size is concerned. It's not the big brother it seemed to be in its early years. The addition of Kevlar wing and graphics on the narrow shell still place it in the compact coupé class. The 997, well, that's the inbetweener, though a standard 997 C2 is in the same league, size-wise, as the 996. The RS version, on the other hand, is packaged in the broader-beamed C4S bodyshell, endowed with more prominent aero devices, making it appear more business-like than its predecessor. Coming closer to the present day, the 991 GT3 RS is hunky, chunky, almost Sumo-

esque compared with its forebears, and possessed of more in the way of add-on plastic louvres.

Since we're celebrating 20 years of the GT3, a little historical perspective is in order. The 381bhp, 3.6-litre 996 GT3 RS was in production from 2003 to 2005, with a miserly 682 cars built. A no-frills, go-for-it track weapon, it was the basis for the Carrera Cup cars of that era. The RS has a slightly different engine spec to the 'ordinary' GT3, with single-mass flywheel and reshaped inlet and exhaust ports for race homologation, though officially there was no increase in power. The RS suspension features progressive



rather than linear springs, while its dampers are updated from between 10- to 15-per cent stiffer than the GT3's, while the top mounts can be rotated 120° degrees to achieve a Cup Car compatible position. Front and rear control arms are adjustable, and the RS ride height is 3mm (0.1in) lower

speed of 190mph (306kph). This example also boasts a Manthey K410 conversion, consisting of manifolds, ECU remap and exhaust, yielding 410bhp on Manthey's rolling road at the Nürburgring, hence the kit being identified as the K410.

As for the interior of the 996 GT3 RS,

harnesses and Recaro racing bucket seats, Alcantara steering wheel rim, Alcantara surrounding the gear-knob and its sheath, and Alcantara roof lining. The comprehensive rear cage offers the possibilities for extending it forward into the rest of the cabin. It's purposeful, but still recognisable in looks, ergonomics and tactile quality of the cabin and controls of the standard 996. There's an RS logo on the gear-knob, the handbrake lever and the rev counter, validating the exalted spec. In a car like this, the driving position is critical, and I find the Recaro seat has me sitting slightly higher than I'd wish, even though in practice that doesn't diminish the RS experience.

Snake-hipped 996 GT3 RS was the only RS derivative to use the narrow bodysell and it looks all the better for it

“ The 996 GT3 RS has more in common with its air-cooled ancestors ”

than the standard GT3, itself a low-slung 30mm lower than the 996 C2. The tyres on the 996 GT3 RS are Michelin Pilot Sport Cup, 295/30 ZR18 on the rear, and 235/40 ZR 18 up front. The RS can accelerate from 0-to-60mph in 4.3-seconds, with a top

you wouldn't say it was at all spartan in true RS tradition. The obvious accoutrements are the relatively large aluminium-alloy pedals with non-slip rectangular studs, and a large Werner fire extinguisher mounted in the passenger footwell; six-point Schroth

Side-winder graphics declare its identity, and the blue flash fades as it goes around the back of the car. The centre caps of the colour-matched blue-spoked road wheels state RS, with the yellow calipers visible

Simple, spartan and compact interior means business. Fire extinguisher hints at a life on track



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996 GT3 RS

Model tested:	996 GT3 RS
Engine:	3.6-litre flat six
Transmission:	6-speed manual
Body style:	2-seat coupe
Top speed:	190mph
0-62mph:	4.4secs
Power:	381bhp at 7300rpm
Torque:	284lb ft at 5000rpm
Weight:	1350kg

behind. Twin tail-pipes emerge either side of the rear valance, and the fixed Kevlar rear wing is mounted on the engine lid, with Kevlar nacelles for the door mirrors. At the front there's an embryo splitter on the

save weight, though? It's making a point, anyway.

Moving on, the more numerous gen 1, 3.6-litre, 997 GT3 RS with 409bhp at 7600rpm came out in 2006, providing a

fibre rear wing, polyester engine lid and Perspex rear window. The RS's rear bodywork is 44mm (1.7in) wider than its 997 GT3 counterpart because of the Carrera 4S shell that clads it, and enables a wider track at the expense of straightline speed. While the 996 GT3 RS is restricted to white bodywork with either red or blue graphics and keynotes, the 997 GT3 RS panels and paint scheme are specifically allocated, with a small range of bright hues available, including this Viper Green. In 2010, the gen 2 version of the 997 GT3 RS hit the road, equipped with the 3.8-litre engine, taking power up to 435bhp, and more downforce. A year later, the gen 2 997 GT3 RS 4.0 was launched, at 4.0-litres, the largest capacity flat-six ever to grace a roadable 911 at the time and, endowed with the RSR crankshaft, it pushed out

White was the only colour option for the GT3 RS, with blue or red details

“ Does the stick-on Porsche badge save weight, though? ”

leading edge of the front panel, with typical RS vents on top of the front panel. The 996's front-lid is Kevlar-reinforced glassfibre, and it has an aftermarket ignition ring-pull off-switch by the washer fluid reservoir. Does the stick-on Porsche badge

homologation model for a number of race series, with a 444bhp 3.8-litre gen 2 version available in 2010. The RS is 20kg (44lb) lighter than the 'ordinary' 997 GT3, tipping the scales at a relatively modest 1375kg (3031lb), thanks to its adjustable carbon-

Left: Lurking in the uninspiring engine bay is the legendary 3.6-litre Mezger engine, giving a savage – for the time at least – 381bhp. It should be said, though, that our test example has a 410bhp Manthey Racing conversion





Interior is the same dimensionally as the 996 and similarly basic, with a bit of Alcantara here and there to lift it and, of course, a splash of Viper Green. Right: Serious looking cage resides behind the Recaros

It's wide and it's Viper Green. The Editor, who's writing this caption, would like it to be known that the gen 1 GT3 RS is his favourite 911 ever!

493bhp at 8250rpm.

This gen 1 997 GT3 RS has similar graphics to its older sibling, apart from stating just RS on the door kick-plates. More crucially, the 997 version has more developed aero than the earlier model: it's got larger air intakes, and around the front valance is a much more prominent splitter and air-dam, while the ducting and contours of the front panel are less intricate than the older 996 model. Sidelights and indicators live in separate housings from the headlights. There are vents in the trailing edges of the rear wings, and the carbon rear wing has different endplate profiles; it's actually set at a slightly shallower angle to the 996, too. The black wheels are a similar pattern and have RS centre caps, with stand-out red calipers. Like the 996, brakes are drilled and vented ceramic discs. The 997 GT3 RS uses Continental ContiSport

Contacts, which are 305/30 ZR 19s on the back, and 235/35 ZR 19 on the front. Our Viper Green car was imported from Porsche Luxembourg and received a thorough once-over at Center Gravity, and that certainly seems to have paid off in the ride and handling behaviour, which is sublime. It's had a Sharkwerks bypass exhaust fitted, made by Alex Ross in California, and the soundtrack is decidedly throaty.

Sitting inside the 997 GT3 RS left-hooker, there's Alcantara cladding the handbrake, gear-knob, steering wheel and the cabin ceiling. A large Werner fire extinguisher is located in the passenger foot-well. The figure-hugging Recaro race seats are enveloped by Schroth six-point racing harnesses, and the scaffold-tubes of the half-cage are neatly colour-coded and can be augmented or dismantled by unbolting it. Predominantly black, the cabin is cosy

rather than sombre.

The 991 GT3 was unveiled at the Geneva show in 2013, powered by a new 3.8-litre direct fuel-injection flat-six, with specially developed crankshaft, valves, titanium con-rods and forged pistons, producing 475bhp at 8250rpm, and transmitted via PDK gearbox. Released at Geneva in 2015, the 991 GT3 RS was powered by the 4.0-litre flat-six, developing 493bhp at 8000rpm. Two years later, in 2018, a facelifted gen 2 version came out, now rated at 520bhp and red-lined at 9000rpm, with rose-jointed suspension, front helper springs and lightweight glass.

While the two older cars are obviously age-related in terms of build quality, instrumentation, switchgear and cabin layout, especially the central tunnel and console treatment, the newest model, the 991 GT3 RS, reflects a sea change. It





997 GT3 RS

Model tested:	997 GT3 RS
Engine:	3.6-litre flat six
Transmission:	6-speed manual
Body style:	2-seat coupe
Top speed:	192mph
0-62mph	4.2secs
Power:	409bhp at 7600rpm
Torque:	298lb ft at 5500rpm
Weight:	1375kg

comes over as the grown-up, compared with the punk and the rebel. The Alcantara trim switches to Kevlar for the centre console surround, which is more like generic 991, with its PDK shift – no manual option – and it's got the whole media package including navigation and sport-mode buttons for dampers and exhaust volume. There's a Kevlar strip running across where the cup holders are beneath the instrument binnacle, and Sport Chrono clock on top of the dashboard. It also has a nose-raising button, and a pit speed button, which is apt, given that, amongst the handbooks, there's one describing how to behave on the race circuit, including

changing oil and associated track activities. The wheel-rim is Alcantara, and the Alcantara bucket seats – ex-918 Spyder – are logo'd GT3 RS on the headrests. The Club Sport roll-cage crowds the rear of the cabin, and, of the three roll-cage arrangements, it looks as if the geometry of the 997 and the 991 are pretty similar, whereas the 996 roll-cage looks more of an older period job. Endearingly, the yellow stitching contrasts with the purple body colour of the car: purple and yellow was always a sizzling combo. It doesn't have the comprehensive race harnesses that the older cars have, just the yellow lap-and-diagonal belts. It also feels like you're in a

much bulkier car than the other two.

The 991 GT3 RS has an air scoop in the rear wing which the older models don't have, and the wing is a much more cantilevered device. It has Turbo-style vents in the leading contours of the rear wheelarches, doing away with the air scoop the regular GT3 has at the front edge of the engine lid. There are air vents in the trailing edges of the rear wings, and much more of a sculpted rear valance; not a diffuser as such, but it must have some sort of aerodynamic purpose, otherwise they would colour-code it to make the whole thing a lot neater than a cheap, extraneous boy-racer add-on. It's got heat-expelling slatted vents

Front end of the 997 GT3 RS is all scoops, intakes and splitters. Combined with rear wing, it took downforce up a good few degrees over the 996 GT3 RS

Left: In gen 1 form, the 997 GT3 RS stuck with the 3.6-litre Mezger engine, with power upped to 409bhp



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in the crowns of the front arches, and if I insert my hand inside the wheelarch above the tyre I can see my fingers through the latticework on top of the wing. The front

997's rear lids you can actually see the ancillaries of an engine, rather than the 991, where they're concealed beneath the black plastic. Open the front lid, and apart

to the next generation, too. The 991 GT3 RS wears Michelin Pilot Sport Cup 2s, 325/30 ZR 21 on the back, and 265/35 ZR 20 on the front: note, 21in on the back and 20in on the front. None of the three RSs has a spare tyre or space saver.

991 GT3 RS brings us pretty much up to date. It's a monster, too! Those rear wheels are 21s, with 20s up front. The rear wing isn't just for show

“ Endearingly the yellow stitching contrasts with the purple of the body ”

splitter and air-dam underpin the much more prominent ventilation grilles with lattice mesh, creating a sort of face for the front of the car.

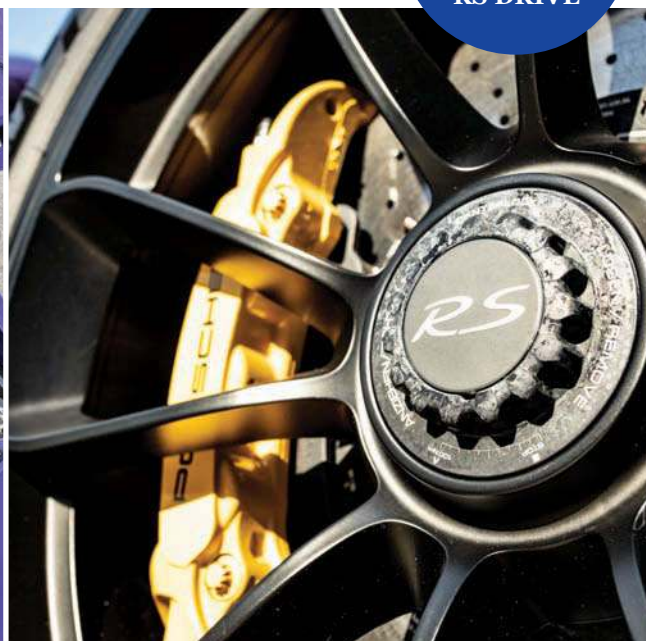
At least when you open the 996 and

from where you put your suitcases or your shopping, there is an acre of black PVC, plus the fluid filler caps. The lid itself is light as a feather, being Kevlar, while the roof is magnesium. Clearly, the headlights belong

It's time to hit the road: Cambridgeshire backroads, to be precise and, mercifully there's very little traffic. Corners are few and far between on our designated test route. Long straights aplenty, so when a set of field-boundary zig-zags comes up I relish the wheel hauling they offer. I can drive each RS along the same route, so the comparisons between each car are even more valid. In chronological order, then, I start with the 996 version. There's no question from its road manners that it

Contemporary GT3 RS owners demand rather more interior luxury and most 991 RSs are specced accordingly. Note PDK only on the gen 1 car





Above: Nothing to see here. Underneath the carbon fibre cover is a heavily re-worked version of the standard 991 GT3 engine, producing 493bhp

genuinely feels like it's an RS: it's visceral in every respect; from the weighting of the steering to the throttle response and the stick-shift, the whole thing is more track-orientated and race-raw. It proves quite twitchy, and it is bobbing about a bit. It's a hard ride, and I feel every undulation on the road surface, and the bumps tend to pitch it off line. It turns in sharply, but it also has a weaving tendency, which could be down to the tyres.

Moving on five years, there's been a shift in department. The 997 GT3 RS provides a great driving position – I relish left-hand drive, even in Blighty – and I'm conscious of the yellow band on the steering wheel showing top dead centre. But, as I head out, I'm hearing the carbon seat squeaking

on its mountings. Remind self, this is an RS! The shift is taut, but feels notchy rather than sleek. Predictably, performance is awesome; ease on the accelerator and it just leaps away. It's a totally exhilarating car, imparting a feeling of confidence, making you feel you're in charge, and it's going to help you achieve whatever you want. Cornering's flat with no pitching, the ride is agreeably firm, and again, I'm feeling all the nuances of the road surface, though it's wonderfully compliant. As a bonus, the Sharkwerks exhaust emits a delicious sonic boom at 4000rpm in 4th, which is where it really takes off.

My first reaction on the move in the 991 GT3 RS is, God bless PDK! Modernity rules: so much for my purist leanings. It's

just that the left limb becomes redundant – in this restrained context, at least – while swapping ratios is achieved at will, flipping the shifter paddles. Anyone with a penchant for fruit machines would take to this like a bee to honey. Like all modern Porsches, there's an overwhelming feeling that the 991 – RS or not – will have all bases covered for you. Immediately, it feels broad-shouldered, it's hunkier, altogether a bigger, stronger, beefier (better made?) vehicle. It is extremely sensitive on the throttle and I detect that, on shuttling it around, the steering is very servo assisted, though it tightens up once you're on the move. The PDK modulates the engine revs simultaneously with downshifts, and as we've reported elsewhere, there is nothing

Not exactly pretty, but certainly effective. The 991 GT3 RS is manic on the road



991 GT3 RS

Model tested:	991 GT3 RS
Engine:	4.0-litre flat six
Transmission:	7-speed PDK
Body style:	2-seat coupe
Top speed:	193mph
0-62mph:	3.3secs
Power:	493bhp at 8250rpm
Torque:	339lb ft at 6250rpm
Weight:	1420kg

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cleaner than a PDK gear change. Equally, the brakes match the accelerative prowess, and are absolutely sharp, and when you're on the throttle, power arrives immediately, deploying overwhelming acceleration and masses of torque. Response to all controls is spontaneous and monumental. The steering is nicely weighted, and the power assistance is indiscernible. As I rush down a leafy rural avenue, I think to myself, this is the closest thing that I've driven to an N-24 GT3-R. Purple people eater? No question, it can monster all rivals, but paradoxically, it's the tamest of the three, despite being the most powerful.

So, here's the verdict. Whereas the 997 RS is going to be your buddy, the 996 is not willingly your friend: you've got to show him what's what – and that you know what you're doing. The 991 will most likely let you off the hook, whatever indiscretion you ask of it. Thus, as the model has evolved, we've gone from a raw RS to a more

compliant RS to an extremely efficient, brutally fast car from which potential waywardness has been tamed. With no hesitation, the one I'd take home is the green machine: a proper sports GT, yet civilised enough to comply with driver input.

RS simply lacks the extrovert character of its precursors.

So, here are three cars badged as GT3 RSs. Only one, by my reckoning, deserves the RS suffix – if RS connotes Race Sport – and that's the 996. As I drove them, I

If push came to shove, we'd take the 997 GT3 RS, thank you very much

“ The 996 GT3 RS feels by some way more the wild one ”

With the 996 GT3 RS, you've got a fight on your hands; this is a hardcore wrestling match, and without question, the rawest of the three. The 996 GT3 RS feels by some way more the wild one, compared with the other two, pointing up how the model has become more civilised over its two decades. It may be heresy, but the 991 GT3

thought it surprising how different they are, separated by 20 years. Or maybe one shouldn't be so surprised, given a comparable transition from, say, 1955's 356 Carrera to the 911 2.7 RS of 1973. Twenty years from now, would you care to predict a Taycan GT3 RS? Absolutely; but will it have an RS personality? **PW**

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Words: Dan Trent Photography: James Lipman

THE PORSCHE THAT JACK BUILT

One man, one car and the kind of inspirational story that proves there's more to life with an old Porsche than obsessing over originality



Unexpected fame through appearance in an online video thankfully isn't just for those who left a camera running when perhaps they really ought not have. And the deep, deep rabbit hole of YouTube car videos has given us some true stars, be that the plucky Frenchman on a quest to nail a 10-minute lap of the Nordschleife in a diesel Citroen AX to the enthusiastic owners of rare classics offering insight into what these cars are really like to own and drive.

In a Porsche context Jack Olsen's appearance in a 2013 video on Petrolicious.com propelled him to a level of minor celebrity that now sees him recognised on planes and his car admired far beyond its usual hunting ground of Californian canyon roads and Willow

Springs. On various online platforms Jack reckons the film has been seen by as many as 1.5 million people, the 'one car to do it all' ethos of a man quietly customising his Porsche in a suburban garage-cum-workshop on a real-world budget appealing enough. But fleshed out in inspirational fashion thanks to Jack's steely determination and engaging humility. And the fact his car is an absolute stunner.

OK, there's an element of wishful thinking here. Jack's garage, complete with integrated scissor lift and its immaculately configured work benches and tool chests, would be the envy of any DIY spanner twirler. The homebrew 911 he keeps within it is similarly inspiring, his dedication to making it as fast round Willow Springs as a 991 GT3 while keeping it totally streetable the kind of thing we'd all be doing, given





half the chance. Based on a '72 body, powered by a 993 3.6 with near-stock power and running a combination of super-trick suspension and wild bolt-on aero, Jack's 911 plays the part of street rod and hardcore time attack track car with equal aplomb.

condition you'd expect of most being put forward for a magazine feature. And, true enough, from the stone chips peppering the front end and flared arches to the thoroughly lived-in feel of the interior it's clear this car is no show pony. In Trigger's Broom style it's been chopped about,

the same time Rob Dickinson and Magnus Walker were regulars with the 'Brown Bomber' and '71 277 race car that became their respective signatures informing much about the interweaving influences and strands in Californian Porsche culture.

Jack's car is a world away from the no-expense-spared perfectionism of Singer's restorations but there are common themes running through both, namely an idealised expression of the perfect 911 that both respects tradition while at the same time subverting it. In street form with its ducktail, RSR-inspired flares and deeply dished custom 17-inch Fuchs this car is very much in keeping with the Cali-spec hot-rod 911. But when you see it with Jack's cleverly designed, bolt-on aero kit fitted it becomes something totally different and closer to a best-of compilation of Porsche's wildest '70s race cars in one. In keeping with the 'one car to do it all' ethos the front splitter, rear diffuser and giant wing are all designed to be carried within the car, the pitlane transformation taking around 15 minutes of well-practised conversion in the pit garage.

In this form Jack has whittled his Willow Springs lap time down to a smidge over 1min 26sec on street-legal track rubber, comparing favourably with the YouTube lap times set by *Motor Trend's* hired hand

The starting point for Jack's hot-rod 911 is a 1972 911, rather than, say, a 964, which is the route many would take

“ It's been chopped about, crashed twice, rebuilt and re-engined ”

When I finally get to meet man and machine best part of six years after first seeing that video neither disappoint. We're in the hills east of Hollywood, the famous Angeles Crest Highway somewhere nearby with the mid-week roads seemingly ours to play on. I hear Jack coming a long time before I see him, the distinctive bassy throb of a Porsche motor echoing off the cliffs as he approaches along the valley, eventually appearing in a cloud of dust, gravel and angry-sounding air-cooled six. It's quite the entrance.

In correspondence before we meet he apologises the car isn't in the kind of

crashed twice, rebuilt, re-engined, endlessly tweaked and is driven hard on road and track every week of the year. Given the Californian fixation with 'detailing' and better-than-new-restorations this is a breath of fresh air, Jack's 911 proof that an American hot-rod mentality works just as well when applied to old Porsches as it does Fords and Chevys.

But then we knew that already, be it through Singer's immaculately reimagined 964s to Magnus Walker's Urban Outlaw chic. A common thread binding all is North Hollywood Porsche shop TRE Motorsports, the fact Jack's car took shape there around

PRO Motorsports' Tyson Schmidt
has been the key influence behind Jack Olsen's 911 project.

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Randy Pobst in modern-day, Cup 2-shod 911s benefiting from nearly twice the power and over 40 years of development. Pobst has since broken the 1min 25sec barrier in the manual second-gen 4.0-litre GT3, the new car's horsepower advantage taking chunks out of the overall lap time while Jack takes comfort in the fact he can still sustain higher cornering speeds around Willow's high-speed turns. The fact he's even within shouting distance is testament to his determination, and the areas he's chosen to focus on to find his speed. This car is one old dog with plenty of new tricks.

"Horsepower is something that looks great in a magazine article," says Jack in that Petrolicious video, "but suspension is actually what gets you round a track fast and this car does a fantastic job because of its suspension." Like everything on this car the chassis combines an improv mentality with some truly creative engineering solutions developed with like-minded folk. Key player in this story is Tyson Schmidt, former TRE man, now at PRO Motorsports and inspiration behind many of the car's more interesting features.

Starting out as a '73 car, Jack's aspirations to race his Porsche as well as

enjoy it on the road inspired the first round of modifications, these including RS-style arch flares and a 3.6-litre 964 motor. All was going well until a shunt at Laguna Seca that popped the windscreen clean out of the shell, the underlying damage such that Jack was forced to source a replacement body. That came in the shape of a sound but engineless '72 car that he carved up as he moved the parts across. "If I'd just parked both cars at that point I could have paid for both my kids to go through college," he

as well as it looked. This included shifting the engine and gearbox forward in the chassis by 35mm and a mix-and-match approach to componentry that combines 930 Turbo brakes with a 1977 915 transaxle, chosen for its lightweight casing. Having reached the end of its useful life the 964 engine was eventually changed for one from a 993, bought for \$6000 on the basis it would be cheaper than a rebuild on the old motor. That didn't quite work out as planned, the 'new' engine immediately

A gravelly take off for the camera, but then this car is built to be used and abused

“ This car is one old dog, but with plenty of new tricks ”

reflects, the reality being most of the sheet metal was cut away and replaced with lightweight glassfibre panels, suitably engorged for the widebody look and space for some really, really fat rubber.

It was very much a case of in for a penny, in for a pound as Jack indulged Tyson's various ideas for making the car go

requiring a rebuild of its own and conservatively upgraded with a 930 oil pump and Steve Wong ECU chip. "You live and learn," says Jack pragmatically, "and the 1995 993 motor is the last of the air-cooled line that still uses the more-flexible OBD-I engine management, so I'm happy that I finally landed on that square."

Below left: Initial build used a 964 motor, but when it reached the end of its useful life, a 993 donkey was dropped in, attached to a 915 transaxle. Right: Jack Olsen in moody pose!







The suspension is where things get really interesting though, the rear axle using a 935-inspired coilover set-up with inverted struts and reinforced mounts on the body. This uses adjustable Ohlins dampers while the front axle uses custom lower arms with an extra 35mm on each side to balance the front-end bite to that of the rear. Adjustable Smart Racing anti-roll bars are also fitted, endless fettling to find the perfect set-up an ongoing distraction as Jack chips away at his lap time. Such is the change to the front geometry that the bespoke JRZ struts actually required positive camber for the spindle attachments, the wider track complemented with improved scrub radius not typically achievable with the usual spacers.

"Lateral grip is the holy grail with this

thing," says Jack, the massive 315/35R17 Nitto NT01s on 11-inch rears working in partnership with 255/40s on 9.5-inch rims up front. That's a lot of rubber for a car with relatively modest horsepower but, with the obsessive weight-saving, the secret to Jack's GT3-beating cornering speeds through Willow's high-speed sweepers.

The aero makes a huge difference too, of course, Jack's inventive DIY alternative to wind tunnel testing coming from pairing some secondhand ride height sensors from a 1995 Lincoln air suspension system with his own data logging unit and putting in some high-speed, straight-line sessions on quiet desert roads. From that he was able to deduce his most aggressive rear wing setting was actually lifting the front of the car and then balance the set-up out for the

best overall combination.

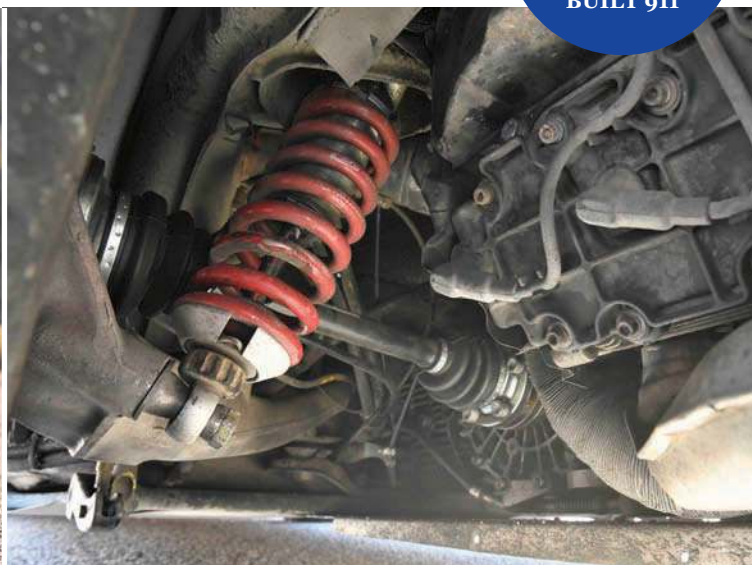
In street trim with the three-piece splitter, wing and diffuser removed it has a racy looking rake to it, the nose-down stance accentuating its muscularity but visually balanced out by the dramatically widened front track. Every detail on this car tells a story, the stumps where the wipers should be the kind of hot-rod flourish a West Coast car in a climate like this can carry off but done for purpose, not effect. Likewise the paint, the lived-in interior with its improvised additional displays and marks on the body where the aero bolts on. The patina is all part of the story though, the knowledge it's been earned through years of hard driving rather than contrived as some sort of 'look' giving it real authenticity.

It's a savage sounding car too, at least

That's a lot of rubber! Indeed, with 9.5x17in fronts and 11x17in rears, it's no wonder Jack's self-built can out-lateral grip a modern GT3 on the track

Interior is functional, but leather clad Recaros add a touch of class. Full harnesses essential for track work





Road rash and stone chips a badge of honour for a hard-driven 911. Right: Rear end uses a 935 inspired coilover set up

from the outside as Jack powers to and fro for the camera. Clearly noise limits at Willow Springs are somewhat more relaxed than they are at your average British track, the sound hitting you in the chest and making your neck hairs tingle. You don't need to be a Porsche fan to appreciate the sound. But it'll help.

So far, so predictable – there are plenty of souped-up, retro look 911s in this part of the world. But the '1:26, street tires, street driven car' sticker on the rear side window is what informs this car's priorities and an obsession with breaking the next benchmark familiar to, well, that French guy in the AX. It's now at the point that Jack is consulting weather forecasts and the like to find the most favourable opportunity for setting a time, the conditions at the time of our meeting looking good for a crack at the

1min 25s in the coming days. Given it's an obsession he's had for well over a decade now you can indulge him getting this fixated on the details...

Riding shotgun beside Jack along the Angeles Crest is a lesson in mechanical intimacy honed over many a hard-driven mile. "Pretty is as pretty does" goes the slogan on the sun visor and there's a warts and all rawness in keeping with the look of the car. With all that rubber chomping into the Tarmac it's obviously demanding of a level of physical commitment, not to mention familiarity bred of years of in each other's company. There are squeaks and rattles as it pummels its way over the lumps and bumps in the road but it's obvious each and every quirk reinforces Jack's bond with his car, be that how much throttle to give on rev-matched downshifts to the precise path

the shifter needs to navigate between its indents. This is a car driven by muscle memory as much as it is premeditated inputs, the relationship such they'd be finishing each other's sentences if the car could talk.

In an age where perfection is increasingly judged by standards of originality, the quality of the paint finish, lack of mileage and performance by bottom-line horsepower stats and 0-60 times, Jack's 911 is a true breath of fresh air. There are those who'd have old Porsches placed on pedestals to be admired. And there are those who view them as something to enjoy, to have a lifetime of adventures with, to share stories about and to drive to the absolute limit at every available opportunity. This is definitely one of the latter and, like its owner, more interesting to be around as a result. **PW**

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RADIATION SICKNESS

A bargain-basement 996 can be a truly wonderful thing, but many such cars – and the broadly similar 986 and 997/987 – now have dangerously compromised engine-cooling radiators, as well as air-conditioning condensers that have seen far better days. Here's how one independent specialist technician dealt with just such an issue in his own recently acquired 2000-model Cabriolet. Story and photographs by Chris Horton



Knowledge, it is claimed, is power – and that is undoubtedly true of older modern Porsches, especially as they pass down what might be called the automotive food chain. Take this previously rather neglected but still basically sound 2000-model 996 Cabriolet, bought a few months ago by Rob Nugent, workshop manager at BS Motorsport in Westcott, Buckinghamshire.

'A used-car dealer near where I live had accepted it as a part-exchange,' he told me, 'but then it started showing signs of a blown

engine – mainly clouds of smoke in the exhaust – and he got a bit panicky. He put it on eBay and, confident that it was probably just the usual air/oil separator that had failed, I decided to take a chance. It's a 3.4, so it would be unlikely to have bore-scoring problems, and even if the engine was damaged the car would break for spares for at least as much as I paid for it.'

Unsurprisingly, Rob's diagnosis was spot-on, and a few after-hours sessions in the workshop soon had the engine and gearbox out for attention. It is possible to replace the oil separator in situ, but one of the fixings

securing the left-hand cylinder bank's timing-chain guides had been broken off by some ham-fisted previous 'technician'. That would have been completely inaccessible with the engine still in the chassis.

Inevitably that brought with it an element of mission creep. Separating the engine and gearbox to inspect the crankshaft and intermediate-shaft oil seals, for instance, Rob discovered a worn-out clutch. But that was easy enough and, thanks to the Aylesbury branch of Euro Car Parts, relatively inexpensive to replace, and within a fortnight the car was back on the road in time for

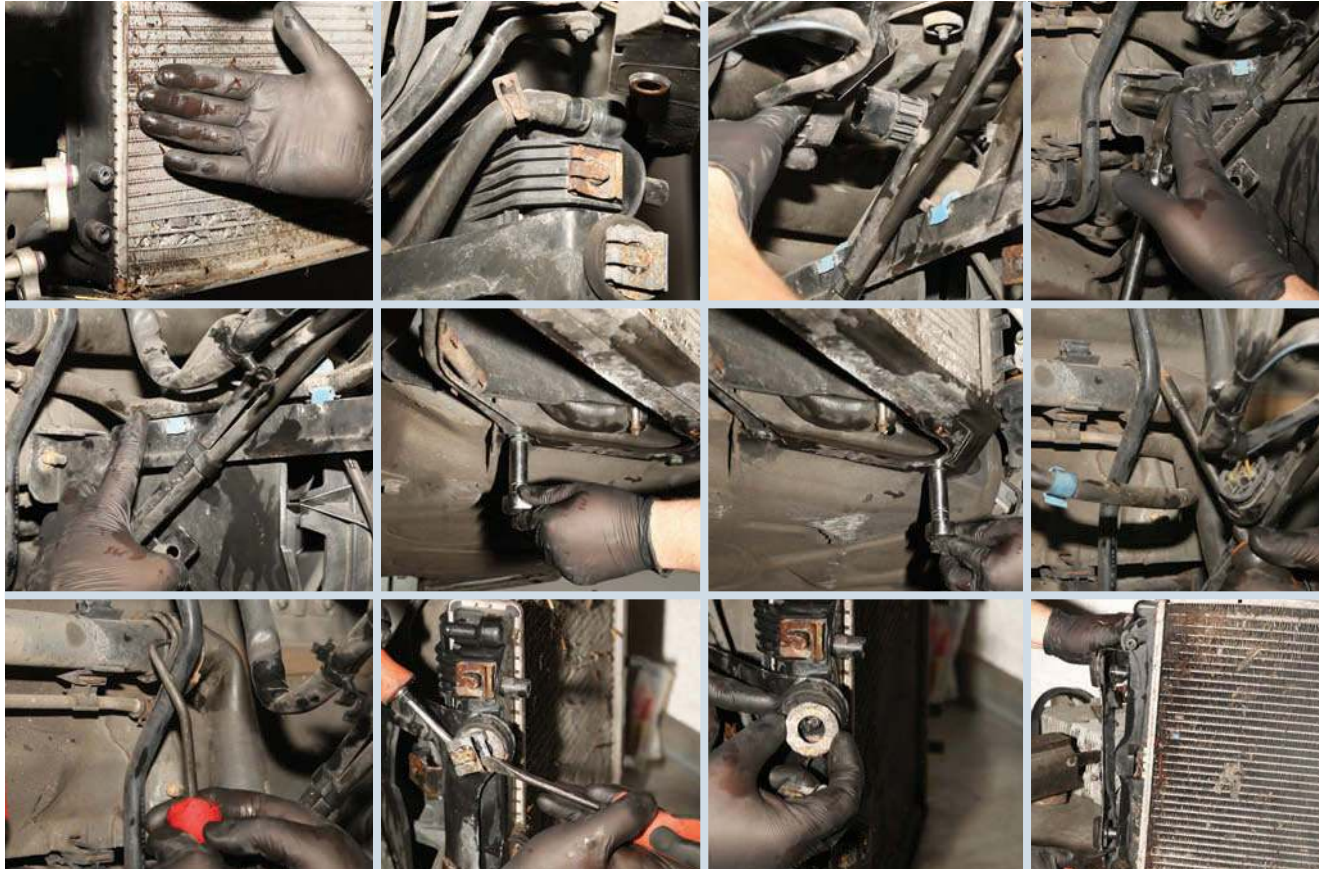
Stripping off the entire front end of your 996 or 986 to deal with all too common radiator and condenser issues might seem a rather daunting prospect, but in truth it is quite straightforward – and, when you see how this typical 2000 model had deteriorated, something we hope you will want to tackle sooner rather than later

Flipping bonnet catch to the closed position turns off the courtesy light and prevents battery drain – easier than disconnecting. Wheel bolts are going to need replacement soon; note corrosion on the one on the left of the photograph. Luckily, this 'W'-reg car has the old-style coolant pipes and hoses, secured to each other by good, old-fashioned worm-drive clips. The first major task is to remove the front wheelarch liners – and their often broken fixings; see text – and then the entire front apron. Don't worry: it's all a lot easier than it might look, even with the car on axle-stands rather than a garage lift, as here. Just make sure you really have found all the hidden screws, and then pull gently



With first the apron out of the way, and then the plastic ducts that direct air to the air-con condensers and the engine-cooling radiators behind them, it was painfully obvious just how much detritus had built up – and how badly it had affected everything. The radiators in particular had become noticeably distorted, and as we shall see on the next spread were starting to leak coolant – never good, and certainly not for a liquid-cooled Porsche engine. The air-con pipes are attached to the condensers via special unions secured by cap-head screws. Those will be tight, so be sure to counter-hold light-alloy block to prevent unwanted twisting. Again, note the huge quantity of leaves between the two matrices – no wonder these engines sometimes run dangerously hot

TECH: HOW TO



The condensers alone can be replaced without disturbing the radiators, but to get at the latter you obviously have to drain the coolant, and disconnect the various hoses, top and bottom. Undo a few M8 nuts, and the entire assembly can be pulled clear of the car for attention on the workbench. Don't forget the electrical connection for each cooling fan, or to ease the small-bore bleed pipe clear of its securing clips (this row, far left). Fixings are mostly simple and easily released clips of varying types, but many will be corroded, so it might be an idea to order new ones before you start. Your Porsche Centre will be able to supply against the car's VIN, or chassis number, and they will make reassembly far more pleasant. Same goes for the front apron fixings, unless still in good shape

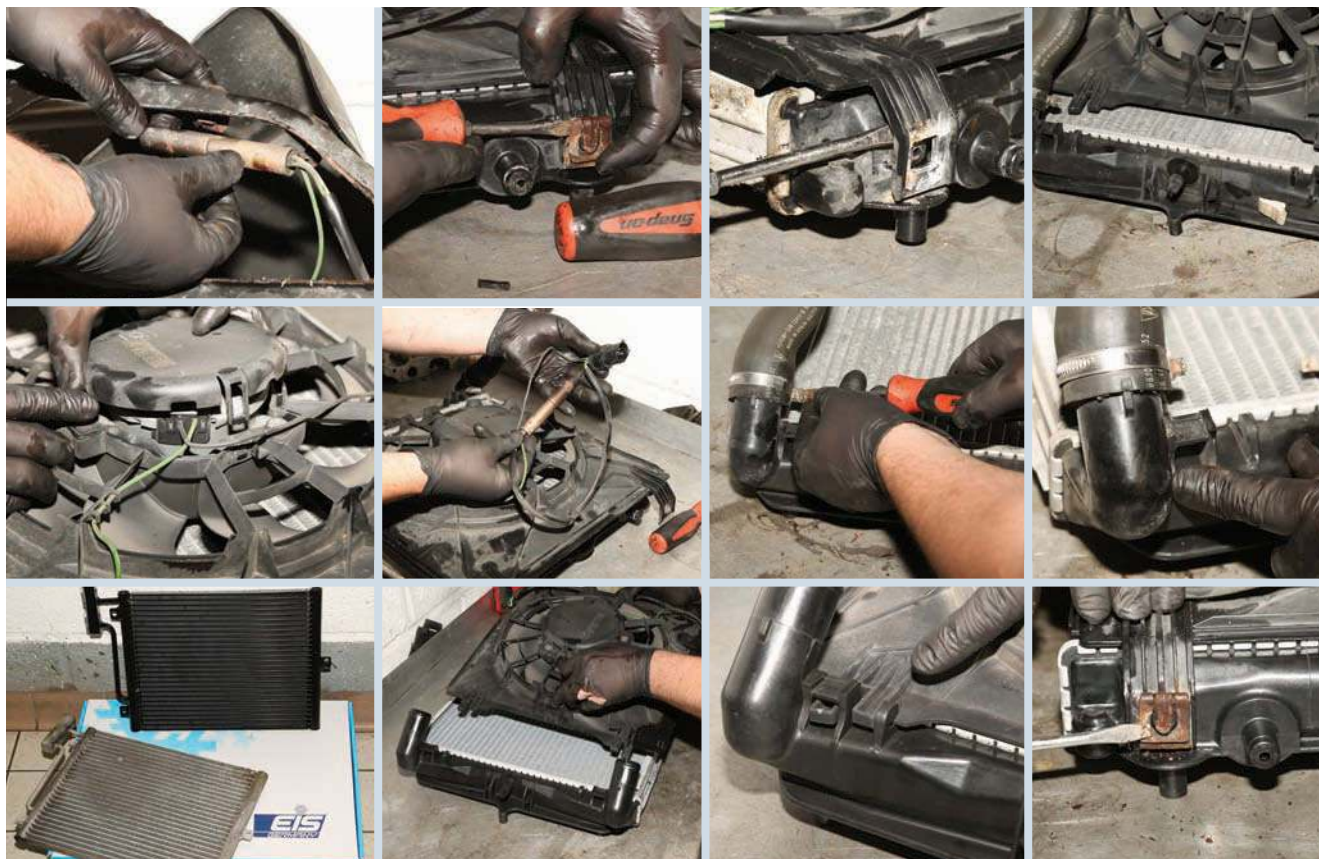
summer. By no means the smartest of its type, but credible, safe and reliable enough – and surely a bargain in anyone's book.

It still had 'issues', though. The ageing hood, for instance, Rob had replaced by Dave the Trimmer in Milton Keynes (davethetrimmer.co.uk), but then with the

weather suddenly becoming much hotter again the absence of air-conditioning started to become a concern. 'The system worked when I bought the car,' said Rob, 'but I had to extract the refrigerant when I took out the engine and transmission, so now there was no cold air at all.

'I was also worried about the engine cooling. The two-stage fan on the left-hand radiator wasn't working – a sure indicator of the ballast resistor failing – and after I had replaced that there was always the familiar smell of hot anti-freeze each time it kicked in. That suggested that the radiators had

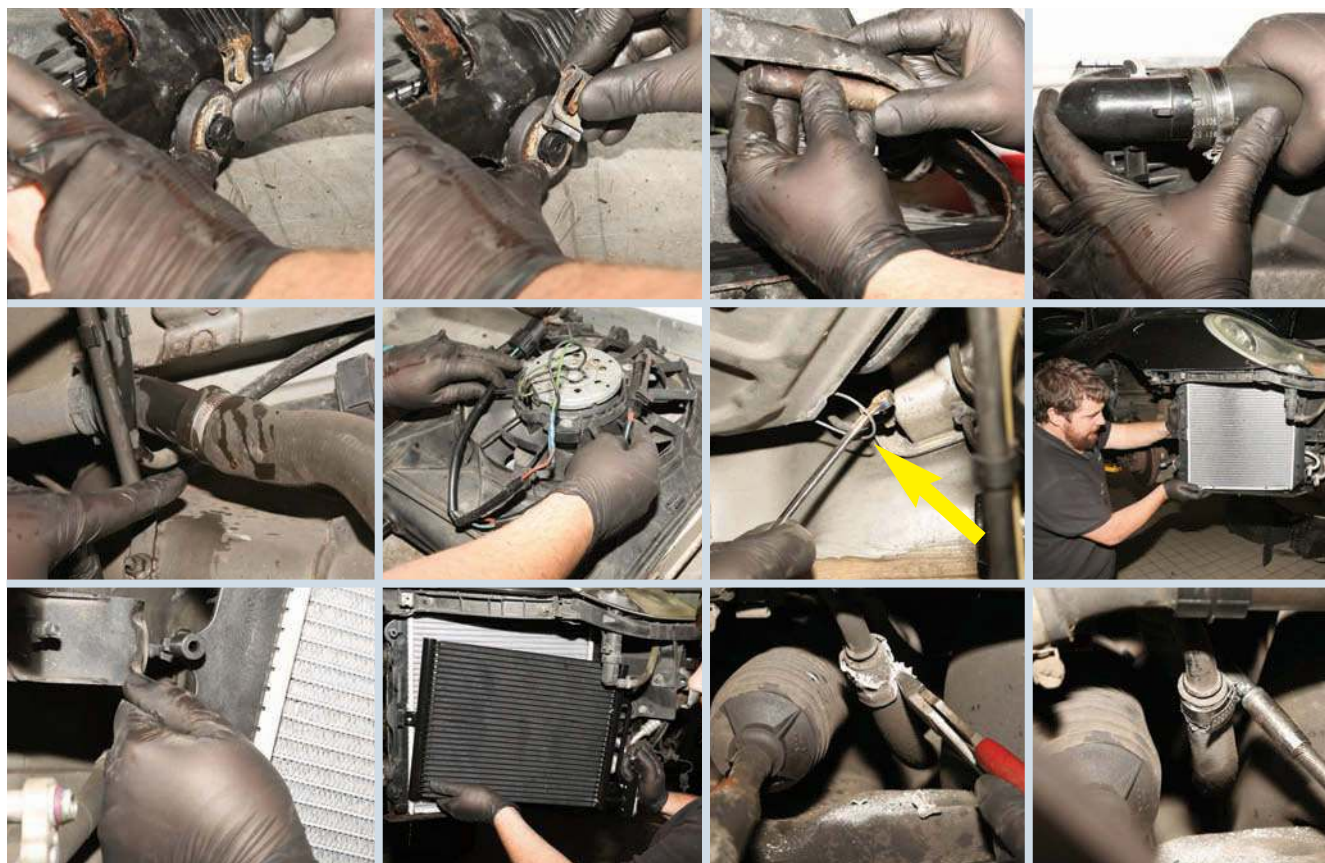
One of the problems commonly affecting all of these cars – and also the 997 and 987 – is failure of the so-called ballast resistor by which the cooling fans are enabled to run at two speeds: slow and fast. There is one resistor per side, located down at the bottom of the radiator carrier, and thus in the firing line from road dirt and moisture. The Porsche solution is to connect the new ones by soldering their wires directly into the back of the fan motors. Easy here, of course, when everything is opened up for access, but most technicians do that job alone by reaching up inside the space and joining the cables with crimp connectors and heat-shrink tubing for protection – and Rob Nugent had himself made just such a repair on this car a few weeks earlier (see pics on next page). It's easy to fit the genuine Porsche hoses back on the rads with the correct orientation: simply align the indent on the rubber with the raised peg on the plastic moulding



Reassembly is basically a continuing reversal of the dismantling process, with (one hopes) everything sliding into place smoothly and neatly – although it has to be said that this is where you might come across hidden evidence of previous frontal accident damage. Fingers crossed...

On this car both of the upper radiator hoses had somehow been secured with their worm-drive clips in the wrong position, such that the screw heads were impossible to reach. Now's the time to put that right. Check, too, that the emergency bonnet release cable (arrowed) is where it should be. One other job, easily attended to with the car in the air and the wheels off, was to replace the corroded steering-hose ferrule with another hose clip (this row, far right).

It's a perfectly acceptable alternative



THE KNOWLEDGE: TRICKS OF THE TRADE

We are deliberately allowing the accompanying photos to tell what is basically a story of common-sense workshop practice – and one that inevitably grows in the telling – but there are a few points worth highlighting.

First, if your car is anything like this one – and sadly many are – then you are going to need some or all of the new fixings required to make a decent job of refitting the front apron and the two plastic wheelarch liners. Here those mouldings were attached by a mixture of the genuine Porsche parts (many damaged), generic self-tapping screws, and the ubiquitous cable-ties. Your Porsche Centre should be able to supply what you need against the vehicle's VIN, and while it might add perhaps £50–£60 to the cost of the job it is beyond doubt the finishing touch that will make you feel immeasurably better about your car in the longer term.

Second, as a relatively early 996 this one is fitted with the inherently more reliable and long-lasting coolant hoses secured with good, old-fashioned worm-drive hose clips. It was in the later 996 and 986, and then in the 997 and 987, that in order to simplify assembly Porsche introduced those awful push-fit jobs, with their steel and light-alloy ferrules that so famously corrode and then leak.

For the record, by the way, and at the risk of being overly pedantic, the world-famous 'Jubilee' clip is a registered trademark of L Robinson & Company (Gillingham) Ltd. Porsche routinely uses Norma-branded devices, and there are, of course, many others. Either way, if you need any replacements, buy those makes or similarly good-quality alternatives, not some nasty Far Eastern tat.

You will need to have your car's air-con system depressurised and subsequently refilled. This must be done using a dedicated machine – it is illegal knowingly to release the refrigerant gas to the atmosphere, although obviously much of the stuff is escaping all the time – but these days any good local garage should be able to oblige. Costs vary widely, so shop around. My local vehicle dismantler offers a competitively priced refill service, presumably using salvaged gas, and that's where I shall probably be going when I replace the receiver-dryer canister in my own VW Passat.

Speaking of which, that was one of the last components Rob replaced, but no less important for that. It is, as its name suggests, basically a device to filter out any moisture that might have found its way into the pipework, and its presence vital to prevent damage to the compressor.

It costs about £35 from Euro Car Parts, but is well worth replacing each and every time the system is opened up. Unsurprisingly, perhaps, the one we found in this car was date-marked May 2000.

It is possible, incidentally, to replace the engine's cooling radiators without disturbing the air-con pipework, just as you can replace the latter without touching the radiators, but it would be false economy to do so. If one is corroded, then almost certainly the other will be, as well.

Rob chose ECP's budget EIS brand, at £117 each for the condensers, and around £140 apiece for the radiators, although he would urge any BS Motorsport customer to opt for the more costly and so presumably better-quality Behr or Hella brands. 'I have every confidence in the parts I fitted,' he told us, 'but this is my own car, and if they go wrong I can change them without any warranty claims from an aggrieved owner. And you do get what you pay for. They fit and work fine, but some of the securing brackets and holes are, well, a bit vague.'

Perhaps the most interesting related issue, however, was the wiring for the pair of ballast resistors via which the cooling fans are enabled to run at their designated two speeds. Each is situated at the base of its radiator's supporting frame, such that it is exposed to the elements, and naturally soon corrodes. Replacing them the Porsche way requires soldering the new unit's attached leads directly into the back of the fan motor, but this can be done only when both radiator and fan are out of the car.

Rob Nugent's method – and that of just about every other independent, and anyone else with any common sense – is to make the necessary connections to the existing wires, all just about accessible through the aperture at the base of each frame. In fact, Rob had already repaired his own car in this manner, but having all the components apart enabled us to show how that improvised – but no less acceptable – repair is carried out, using crimp connectors and heat-shrink tubing. Each resistor costs around £112 plus VAT from Porsche.

The last major job is to refill the cooling system with the correct grade and quantity of, well, coolant. Rob routinely uses the familiar QX brand from Euro Car Parts, but there are plenty of others, not least from Porsche itself (albeit rather more expensive), and also this writer's preferred option – PowerCool 180, from Evans Waterless Coolants in Swansea (evanscoolants.co.uk). More on this in the June and October 2013 editions of the magazine.

This, too, is a process that became far more complicated than it ought to be, as the model range developed, but in this early manual-transmission car is simple enough. Open the bleed valve on the fixed header-tank cap in the engine compartment – lift the wire clip to its vertical position – and then fill the tank, via the opening nearest you, with as much liquid as it will take. Without replacing the screw-on cap, start the engine and, having set the cabin temperature to 'HI', allow it to idle until the gauge reaches 80 degrees. (Watch for a sudden 'blow-back' caused by an air-lock. If that happens, replace the cap immediately, switch off, allow the engine to cool, and then start again.)

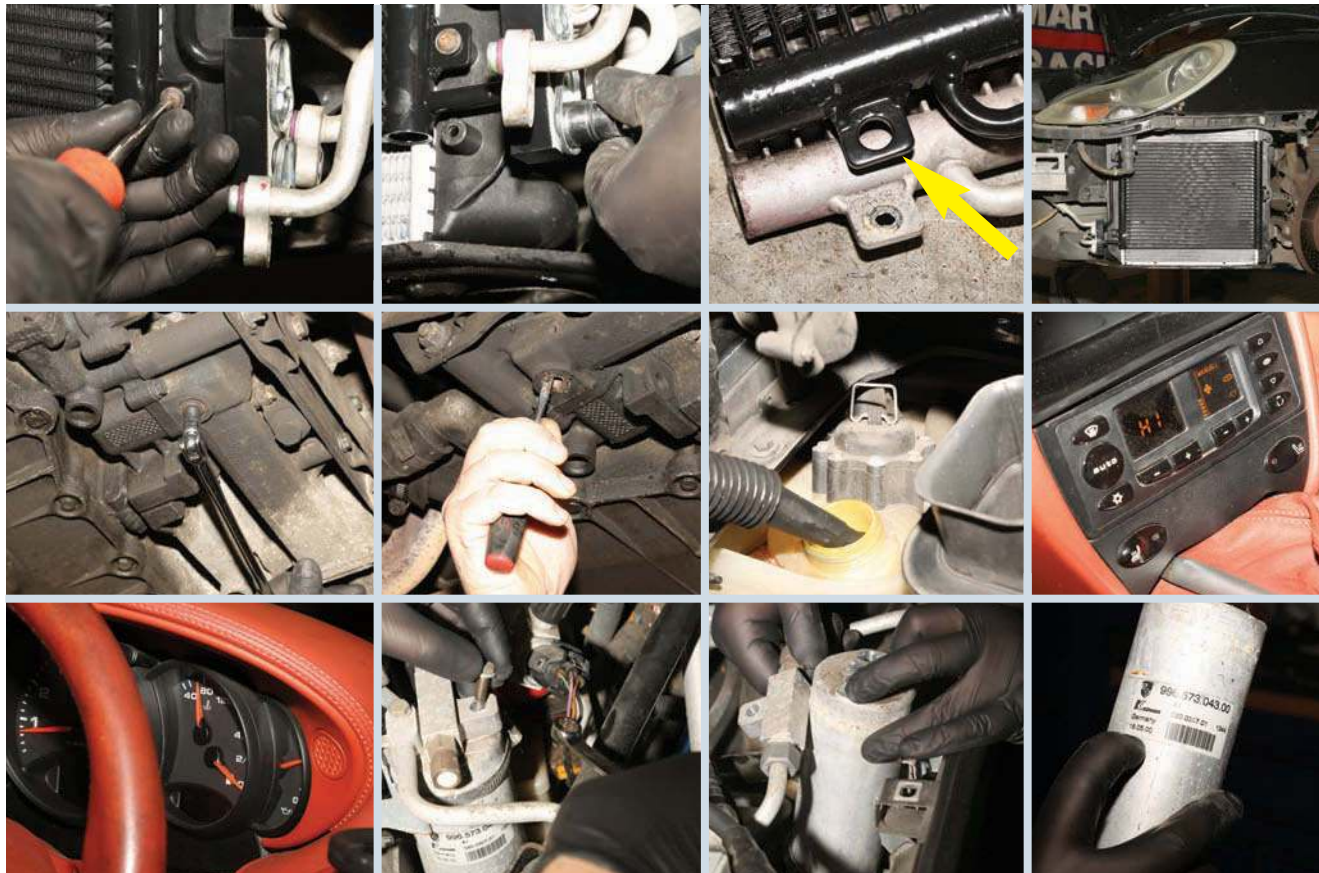
At that point the thermostat should open, allowing coolant to enter the radiators and pipework. With the engine merely idling, however, there is insufficient movement of the water-pump impeller actually to achieve this, so you need an assistant in the car to hold the revs at 3000rpm. But that's harder than it sounds, especially in vehicles with a fly-by-wire throttle. You can end up, as I discovered, 'chasing' the tachometer needle up and down the dial – and if the revs drop too far, too quickly, you will almost certainly experience coolant gushing out of the open tank, so again be ready to replace the cap.

Have your assistant hold the revs until the pipes and hoses in the front wheelarches start to become hot, replace the screw-on tank cap, and then let the revs fall back to idle. All you have to do now is wait until both first-stage fans cut in, proving that the resistors are working, and at the same time check for leaks. You should also make sure that both wheelarch hoses become hot, proving the flow through the radiator cores – although naturally the outlet (the lower of the two) should also feel slightly cooler than the inlet. And don't forget to close the bleed valve.

There was one other job that Rob tackled while he had the chance. Like that on probably 99.9 per cent of cars of this type, the aluminium ferrule on the Cabrio's power-steering pipe/hose assembly, visible inside the right-hand front wheelarch, had corroded and split almost in half. Contrary to widespread belief, however, this is merely a hose 'clip' designed for quick and easy fitting by a machine in a factory, and it is perfectly acceptable to replace it with a common-or-garden worm-drive item.

Again, Rob would naturally consult and/or advise his customers accordingly, but with a new pipe at £320 plus around four hours to fit, or £2 and about five minutes for a clip, it's not exactly a difficult decision to reach.

TECH: HOW TO



New condensers come with special sealing plugs, which should be left in place until you are ready to connect the pipes. Don't be alarmed by a slight hiss as you undo screws – it's just compressed air inside. 'Pattern' parts do fit together OK, but some fixing points can appear to be rather vague (arrow). To refill cooling system first drain out all the old stuff, via the screw at the base of the crankcase. Clean out recess and fit a new sealing washer. Open bleed valve on header tank, fill the latter with as much new coolant as it will take, and with heating set to high start the engine. Allow it to idle until temperature gauge reaches 80 degrees, and then have an assistant hold revs around 3000rpm – see text for more detailed explanation. Always a good idea to replace the receiver-dryer canister when you open up the a/c pipework – and certainly more frequently than every 19 years... Always use new 'O'-rings, too

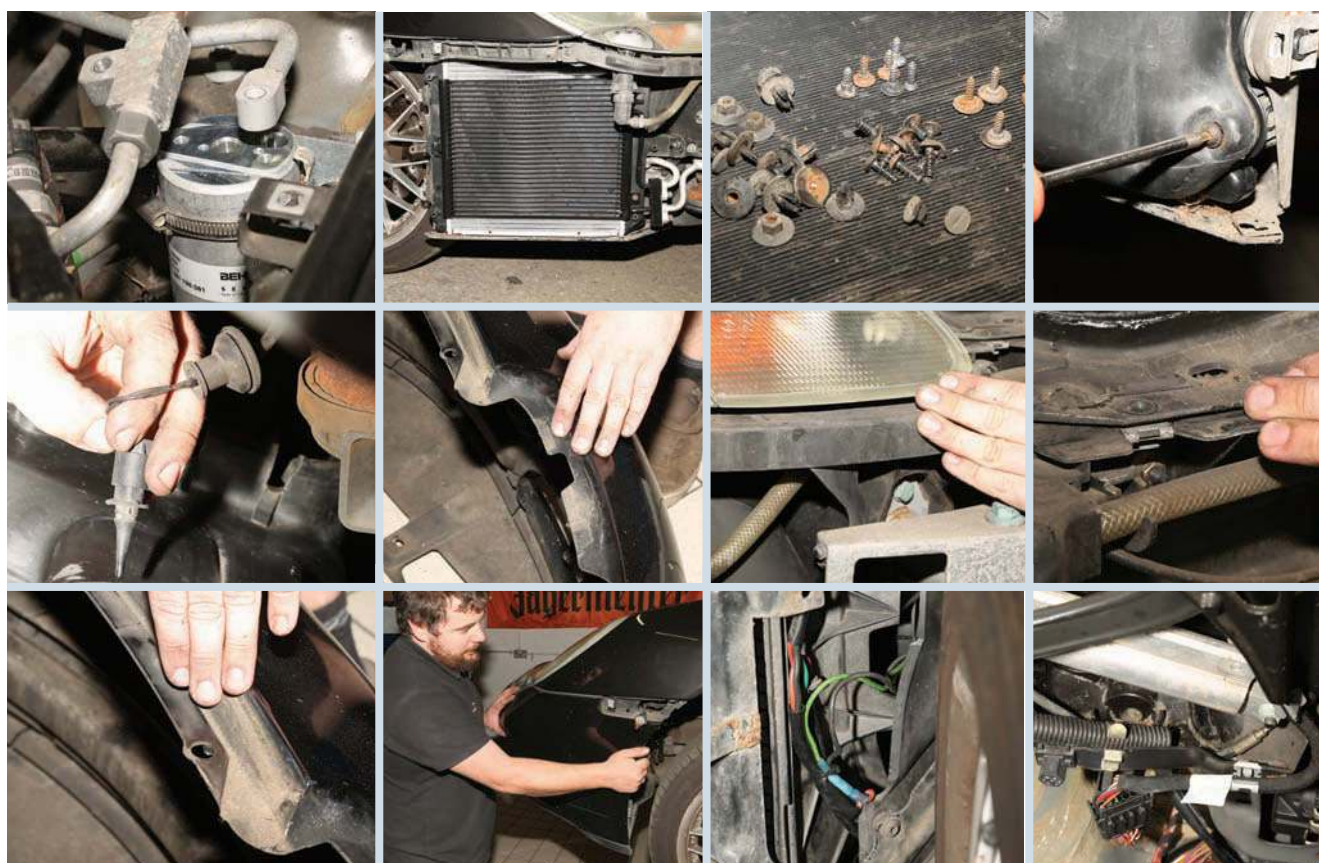
become clogged with leaves and had then started to rot away – as they so often do on cars of this type, of course. It would have been stupid to ignore that, and to risk the engine overheating.'

So it was that, on a Saturday in August, Rob and your correspondent spent a

productive morning in the BS Motorsport workshop, respectively dealing with and recording the repair – and a few other related matters. The air-conditioning condensers we have covered before, including on the 996 GT3 then owned by photographer Antony Fraser, but what

would be new ground for us was the replacement of the radiators and the subsequent refilling of the cooling system. In truth, this is a fairly straightforward business, certainly compared to the same job in a later 996 or a 997, but still well worth covering, we feel. **PW**

Rob's car had a motley collection of screws for the front apron and ducting, but most were still sufficiently intact to be used again – even if they didn't look overly attractive. Don't forget to pass temperature sensor through right-hand radiator surround, and make sure the flanges on the apron slide into the correct apertures on the body. Penultimate photo shows that ballast-resistor repair – and why it's best done either off the car, or with those crimp connectors we talked about. Finally, as a Cabrio, this car has the perennial problem of rainwater overflowing from blocked drainage channels, down at the sides of the passenger compartment at the rear. Make sure that a quantity of water, poured into the plastic tray, quickly disappears and then emerges down by the wheel. All that remains is to have the air-con refilled with gas – and then enjoy!



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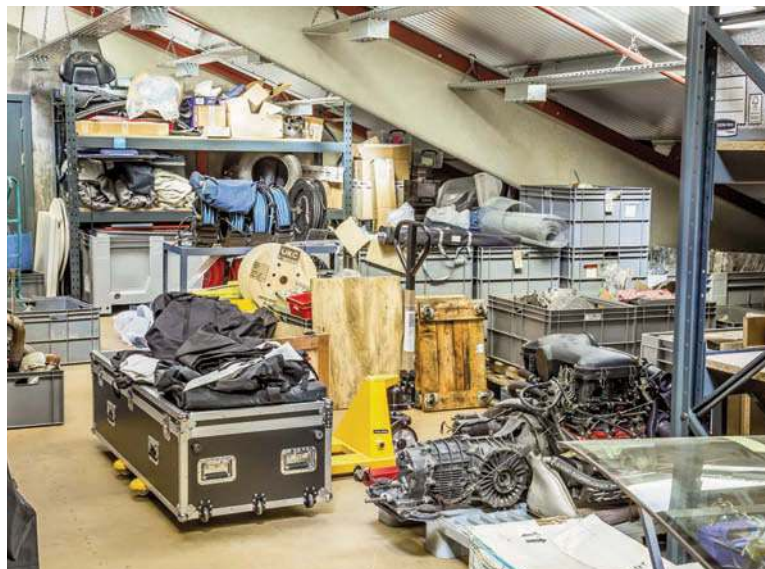
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Autofarm now has that luxury of space. Mezzanine level an Alladin's cave of rare Porsche stuff. Right: Engine rebuilds are Autofarm's stock in trade



attractive though it all sounded, I was a bit sceptical. We knew the site, another collection of agricultural buildings about six miles away because we used to store cars there. In fact I said to Frank that without proper broadband and a nice tarred approach road which wouldn't wipe the spoilers off a lowered GT3, it wouldn't suit us."

Cassidy turned out to be a man of his word: "In three weeks he had arranged a fibre optic connection! After that we began to believe in it!" Their new landlord also asked the Autofarm men how they wanted their new premises built and configured which allowed them to choose door openings, floor materials (concrete polished so intensively it appears almost like marble) and optimal lighting.

"We got off to a very good start – we both had the same ideas," beams Mikey, "so it's

come together very well." Visitors to the inaugural open day in mid August would no doubt concur: even though not quite finished, buildings, fencing, surfacing, indeed the general disposition has

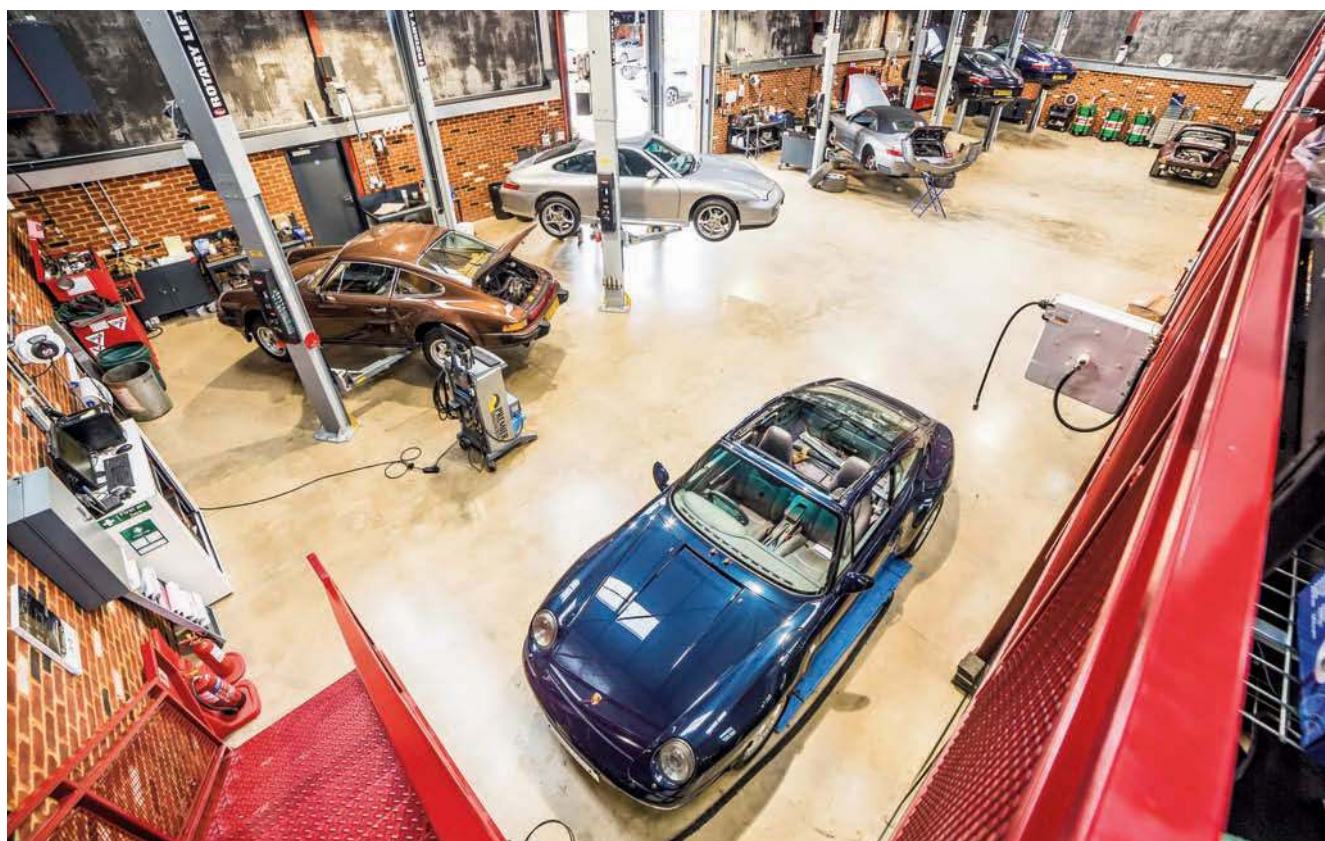
really a matter of preservation rather than restoration, says Wastie. The old 911s were built to be taken apart and reassembled compared with modern cars which with their modular manufacture are far less amenable.

“ The old 911s were built to be taken apart and reassembled ”

obviously been properly thought out, even the picturesque (but smooth!) approach road.

Autofarm's philosophy has not changed with the move: although known for restoring air cooled cars, particularly 2.7 RSs, it's

Autofarm customers expect to drive, track or even race their steeds and if the client wants bespoke work, Autofarm is happy to depart from the factory specification. "I think Magnus Walker has made modification respectable," hazards Wastie.



New workshop area is vast, with five ramps and space for all. Note highly polished concrete floor



Autofarm built its reputation on the air-cooled cars and the 2.7 RS in particular, so its no surprise to see this RS in the workshop

“The trouble is (some, usually new) owners come to us because they have seen some mod on the internet and they tend to take it as gospel. If it’s something we think is inappropriate or doesn’t work, we try to steer

a bit archaic and even politically incorrect. The company numbers sixteen people, eight of whom are technicians: when the workshop is fully commissioned, there will be five ramps plus an inspection ramp, a

Silsleeve rebuild for 996s, a reboring to 3.7 or 3.9 litres and fitting of Nikasil liners. A popular upgrade at the time – ten went to Palmer Motorsport for driver training and proved entirely reliable. Silsleeve was however not cheap, though typical of Autofarm it was nothing if not thorough and included rebuilding the intermediate shaft and its infamous bearing. Autofarm continues to build Silsleeves today though demand has lessened as competitors offer alternatives, says Wastie. Autofarm was established when air cooled engines still had decades of manufacture ahead of them, and remains an acknowledged expert. Inevitably though Wastie and his fellow director Steve Wood are looking at wider horizons: with more workshop space and dedicated engine rooms, one of these horizons is to build a GT3 ‘mule’ with a 3.7 engine: like the Silsleeve it is a project which could well take off.

“ Autofarm devised the Silsleeve rebuild for 996s in the early 2000s ”

customers in the right direction.”

It’s a long time after all (well over 30 years) since Autofarm founder Josh Sadler’s famous ‘tart traps,’ customised 911s with wildly flared wings and spoilers. Director Mikey Wastie, barely in short trousers then, smiles at the memory and perhaps at the epithet which today sounds

thoughtful touch allowing customers to have a tour of the underside of their Porsche without holding up work in progress on other ramps.

Air-cooled cars predominate, but Autofarm does also work on the water cooled variety. This after all is the company which in the early 2000s devised the

It’s not all air-cooled though and there’s plenty of the water-cooled variety in the workshop, too



Everyone loves a Lego RSR! Right: Wood and Wastie steering the Autofarm ship, since Josh Sadler has taken a step back



Autofarm has always bought and sold Porsches though these tend to be mostly client cars and will source a particular specification for a customer. The expertise of its workshop remains the most important component of its business. Founder Josh Sadler who is credited with the original 'recreation', a 3.2 available because it was flood-damaged which he back dated into a pre-impact bumper 911, continues to be an active presence at Autofarm: he is currently restoring an original blue 2.7 from Munich. The owner who bought the 911 new had died and his Canada-based daughter, researching the internet to see who should buy it, alighted on Autofarm. Other special 911RSs arrived from Lebanon and Trinidad, to name but two. Such renown says everything about Autofarm's reputation. The new set up will surely add to that. **PW**

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Tel:01865 331234
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AUTOFARM 46 YEARS

Timeline
1972: Development engineers Josh Sadler and Steve Carr resign from Glacier Bearings in West London
1973: Autofarm established at Iver. Jack Phillips joins from Glacier
1977: Company moves to site opposite Amersham underground station
1982: Thanks to numerous wins, Josh Sadler by now very familiar figure in club and Porsche GB racing circles
1988: Autofarm takes over Saab and Suzuki franchise at Tring
1991: Recession sends over-mortgaged Autofarm into liquidation. Directors Sadler and Carr go their separate ways
1992: Sadler reestablishes Autofarm in garage and sheds in his back garden. Jack Phillips joins him
1993: Now five people, Autofarm rents premises at Oddington Grange
2000: Builds first proper 'recreation' from flood damaged 1989 3.2 coupe
2005: Markets Silsleeve repair for 996 and Boxster engines
2007: Autofarm now 17 people
2008: Silsleeve builder and workshop manager Nick Fulljames leaves (second time) to found own company Redtek; headcount goes down as recession bites
2013: Steve Wood appointed Workshop manager; Autofarm's 40th birthday and Josh Sadler's 70th
2015: Mike Wastie who began at Autofarm as a technician in 1999 and Steve Wood become directors, taking over from Josh Sadler
2019: Autofarm moves to bespoke premises owned by Frank Cassidy, self proclaimed Porsche nut and creator of Boxengasse collection



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PROJECTS

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

THE TEAM

STEVE BENNETT



996 C2

Have put more miles on my 996 this year than any other. It's a good long-distance machine and those big journeys have taken the overall average MPG in my care to 31mpg. God, I sound old!



KEITH SEUME



914

You can read all about it here – how to make your car faster and noisier, how to stop an annoying squeak caused by tyres rubbing on bodywork and how to spend money you didn't plan on spending!



CHRIS HORTON



924S, 944

A brief run for both the 924S and 944, to keep engine, transmission and brakes in reasonable order, but they seem to be holding up quite well, despite their enforced idleness. I shall be back on the case very soon!



PETER SIMPSON



356C, 3.4, 2.7, GARAGE

Lights are in and sockets are live so the garage has power which means no excuses not to get on with these much needed projects. Just trying to find a decent scissor lift which will help a great deal.



BRETT FRASER



BOXSTER 986 3.2S

Despite washing, the hood is looking really shabby again, and that's before winter has had a chance to feed the mould. With some of its seams unravelling, it's probably about time for a new one.



JOHNNY TIPLER



BOXSTER 986 3.2S

Time for new boots. I don't know how I get through them so quickly! Have fitted a set of Michelin Pilot Sports to the Boxster, which is seemingly the default option for all Porsche fans these days.



JEREMY LAIRD



BOXSTER 987 3.2 S

All quiet on the Boxster front. Some lovely summer drives, mixed with the odd attempt at hypermiling. Overall consumption now sitting at 21.5mpg, which probably isn't terribly impressive...



SIMPLY EXHAUSTING...

Here we go! Now the 914 is on the road, it's time to start using it in the manner it deserves – and to start making changes to suit our man Seume's tastes, including a new exhaust system and more time getting the suspension aligned...



KEITH SEUME

1975 914/4

Occupation: Editor, *Classic Porsche*
Previous Porsches: 914/6; '74 Carrera 2.7; 912; 928; 912/6; Junior tractor
Current Porsches: 1975 914/4
Mods/options: 2056cc engine on dual Webers
Contact: classicporsche@chpltd.com
This month: 2000 miles round Europe, a new exhaust system and yet more suspension alignment...

Taking the 914 back 'home' – European trip included a visit to the old Karmann factory in Osnabrück (now owned by VW) where it was built back in 1975

So, after what seemed an eternity, the 914 is finally on the road and being used as the Karmann, VW and Porsche engineers intended. Initial trips out reminded me of why I loved my 914/6 so much – and also of how stupid I was to sell it when I did. Oh well, you live and learn...

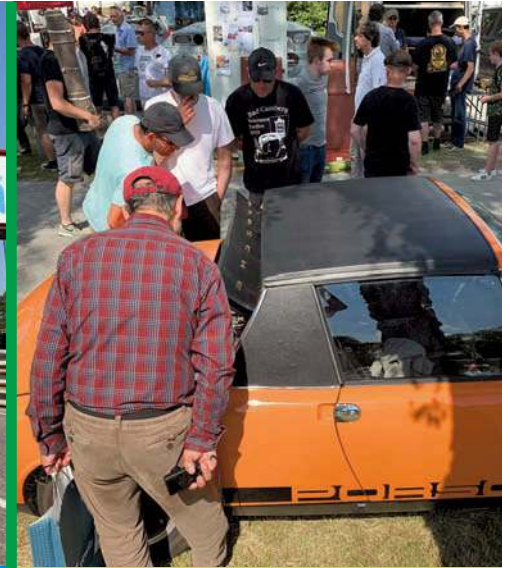
Driving any 'new' old car for the first time is always a slightly nerve-wracking experience as, unless you've just given it a complete rebuild, you can never be sure how well it's been maintained in the past. The 914 had passed an MOT test prior to being registered, which it flew through without comment, but there were some aspects of the car I wasn't happy with and will need attention at some point.

Last time I told of how the suspension alignment was well out of kilter, and how getting the tracking done had improved things – but the rear end geometry still needed sorting as we didn't have the necessary shims to set the camber.

Then there are the brakes. Yes, they stop you, but they don't inspire confidence. Maybe I've gone soft and become used to the big servo'd brakes on the Cayman which preceded the 914, or my current Audi TT daily driver. The pedal feels spongy, yet doesn't pump up, which would have suggested air in the system, and the brake hoses are new.

It reminds me of the 356C brakes I had on a Beetle of mine: the soft feel was, or so I was told, due to the calipers flexing – maybe that's it? Whatever, the brakes are on my 'to do over winter' list. I've been talking with Chris Rudling at Carbon 12 Racing about a four-pot billet caliper conversion designed specifically for 914s – watch this space (but don't, whatever you do, hold your breath...).

The engine is effectively new, having only covered around 800 miles since a rebuild. With 2056cc, dual Webers, a 'fast road' cam (WebCam 86a) and big-valve heads, it should be good for around 125bhp – more



Trip to mainland Europe began (as it so often does) with early morning ferry from Dover. Chimay in Belgium is famous for its race track – but more so for its Trapist beer! Wherever we went, the 914 attracted a lot of interest

Nigel Allen was tasked with swapping the old exhaust system for the new SSIs and Dansk muffler. Old system came off easily thanks to a recent engine rebuild. New SSI heat exchangers are not cheap but should outlast me...

than the output of a stock 914/6, so with the lighter weight, it ought to feel pretty brisk. It didn't – it felt flacid. A trip to Rawspeed's rolling road in Plymouth netted a pathetic 95bhp at the flywheel. Basically about what a standard 2.0-litre puts out on a good day.

Graham Rawlings fiddled around with the timing and rejetted the carbs but to little avail. It was obvious the engine was being strangled, first by the tiny 28mm chokes in the 401DF Webers and secondly by the awful stock one-year-only 1.8 heat exchangers and Bursch exhaust.

Swapping the chokes (venturis, if you will) for 32mm items made a difference in the way the car drove, but I knew there was no way round the fact the exhaust was strangling the motor. Trouble is, 914 exhaust systems are expensive.

I bit the bullet and ordered from Design 911 a pair of stainless SSI heat exchangers in the later and far more efficient 2.0-litre style, and a Dansk twin tailpipe sports muffler. A call to my friend Nigel Allen near Newquay saw the car in his workshop and straight onto the lift where the original exhaust system was unbolted in minutes (the benefit of working on a recently-rebuilt engine!) and laid to one side (anyone want to buy two 1.8 heat exchangers and a

Bursch muffler? Drop me a line...).

In addition to the SSIs and muffler, I'd also had to buy a new support bracket to suit the new exhaust system, which I sourced in Germany, but other than that we were good to go. The two tailpipes just – but only just – cleared the rear valance, but would have rattled against it while driving, so we cut two semi-circular notches to provide the necessary clearance.

The exhaust sounds totally different – to be honest, I'm not sure I like it that much. It's louder and has the typical SSI metallic ring about it. Out on the road, at around 70mph, it has a bit of a drone, which can be tiresome, but the car does feel more 'peppy' with the free-flowing exhaust and larger carburettor venturis.

Ming Tang Lee, owner of Vintage Speed in Taiwan who made the exhaust system for my El Chucho 912/6 project car, has kindly offered to make me a one-off silencer that will flow as well, if not better, but will have a more mellow exhaust note. Again, watch this space...

Every two years, I head off on a trip to Germany and Belgium to attend a couple of major VW events: Bad Camberg or Hessich-Oldendorf, and European Bug-In. This year it was the turn of Bad Camberg

(in Germany) and European Bug-In, held at the old Chimay race track in Belgium. My passenger, as always, was Ron Fleming, former joint owner of FAT Performance, one of the best known VW race engine builders in the USA – and an expert on VW Type 4 or Porsche 914 engines.

My trip began with a four-hour drive from my home in Cornwall to Dover, where I overnighted ahead of catching an early ferry to Dunkirk. It's always exciting (well, I find it exciting) to board the ferry as the first stage of a European 'jolly', and once parked up, I was accosted by a German lady who couldn't wait to tell me how much she liked my car! Clearly a lady of impeccable taste.

On the road to Germany, it soon became clear that the 914 was the centre of attention wherever I went. At one service area, a well-heeled gent in his German registered Range Rover Sport sauntered over and told me how he'd always wanted a 914 when he was growing up but could never afford one. With a cheery wave, he headed back to the motorway.

Over the course of the next couple of weeks, we got used to people waving as we cruised along the autobahn – I was woken from my reverie at one point by a loud 'beep' from a car horn, only to find a Ferrari



TECH: PROJECTS



Daytona alongside me, the driver waving enthusiastically and giving me the thumbs up. That's a first for me! Then, not long after, I caught up with a 356 Carrera 2, the occupants of which were equally as enthusiastic. Drive a 914 in the UK and most people have no clue what it is – in Germany everyone knows and appears to show it respect.

The 914 was perfectly happy cruising at 70–80mph on the autobahn, the 30°C outside air temperature not causing any problems – the needle on the un-numbered temperature gauge stayed steady at around the three-quarter mark, and soon dropped if I slowed down. Ron Fleming's comment was that the guy who built the engine built a good one, so there you go.

I had been a bit worried about the engine to begin with, I must confess. When starting from cold, it seemed noisier than I expected but someone then asked 'Does it have JE pistons?' – which it does. What I could hear was piston slap, which gradually went away once the engine warmed up. The JE forged pistons have zero wrist-pin offset, so tend to be a little 'loose' when cold. Ally that to the fact that the aluminium crankcase of the Type 4 motor always amplifies mechanical sound, and there you have it. I could relax.

By the time I got back home to Cornwall, over the ten day period I'd covered just over 2000 miles, without any major problem. The only maintenance I'd carried out was to fit a pair of hose clips at either end of the front anti-roll bar to stop it moving from side to side on twisty roads, causing it to knock against the struts. The 'floating' design was floating a little too much due to worn bushes, so that's another job on the winter to do list.

I mentioned last time that the left-hand rear tyre rubbed slightly on the inner wing when cornering due to the excessive camber on that rear wheel. To overcome this, I needed to source some alignment shims, which I did from DDK member Steve Snares ('Defianty' on DDK) who had a batch made when rebuilding his 914/6.

The car was then booked back in with Williams-Crawford in Saltash, near Plymouth, to have the geometry checked. It turns out there were no alignment shims fitted on the left side, so no wonder there was so much camber.

The factory setting is to have one degree of negative camber on each rear wheel, plus or minus 10 minutes. After alignment, my 914 now has 1°1' negative on the left and 1°8' on the right – as close as Mark

could get with the available shims, and well within tolerance. As for toe-in, the factory recommends 10 minutes plus or minus 10 minutes. We now have one minute on the left and three minutes on the right, so again well within limits.

The difference out on the road was dramatic. I have never experienced such a change in the feel of a car following suspension alignment. It tracks straighter, turns in better – and the left rear tyre no longer rubs on the inner wing. Result!

So far, all in all, I've covered about 3000 miles since importing the car and am on the whole very pleased with it. Yes, I have the brakes to attend to and I need to take a close look at the floor to see if it needs repairing (old underseal can cover a multitude of sins, after all) but for the most part the work I plan to carry out is down to my plans to make the car my own.

Next stop is to change the discs and hubs for the five-lug conversion and swap over to the Fuchs-style wheels I have tucked away. Then I plan to get rid of the ugly US 'safety' bumpers in favour of some lightweight glassfibre replicas of the Euro-spec steel bumpers. After that, who knows, but Ron and I did discuss the merits of building a 2.8-litre motor... Decisions. **PW**

The tailpipes on the Dansk sport muffler just fouled the rear valance, so we had to trim it to gain clearance. End result looks neat but it's a little noisier than I'd hoped. Maybe I'm getting old...

CONTACT
Williams-
Crawford
01752 840307

Nigel Allen
01637 880301

On the alignment ramp at Williams-Crawford. You can just see the alignment shims in the middle photo. Now the rear tyre no longer rubs on the inner wing...



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911 INNER-WING SHORTAGE MEANS MAKE DO AND MEND

One of the most appealing aspects of owning an older air-cooled 911 – apart from its iconic style, its performance, and not least its inexorably rising value – is surely the ready availability of spare parts. And of which some can be surprisingly inexpensive. Porsche itself still offers a broad range of mechanical, structural and even trim components, and there is a vast amount of after-market stuff – all for a machine that could today be well over 50 years old. I can think of few other classics – Mini and Land-Rover included – that benefit from anything like the same level of support.

Sometimes, though, you can't help but wonder if someone, somewhere, might be taking their eye off the ball. I am reliably informed by Robin McKenzie at Auto Umbau, for instance, that nowhere on this blue-green planet of ours can you now buy rear inner wings for an earlier 911 – or even smaller repair sections thereof. 'They were available until quite recently,' he told me, 'but now [the parts department at] Reading say they have none, and it seems there are none in Germany. And they can't say when or even if they will be back in stock. Amazingly, Dansk can't help, either.'

So what, you might say.

There can't be many 911s rusty enough to need that kind of panelwork. And those that do are probably too far gone to be remotely viable. Maybe so. But the 911 has famously become the kind of car often to be 'restored' around nothing more substantial than a small piece of sheet steel bearing a chassis number, and many of the other repair panels that are still available, whether from Porsche or on the after-market, are hardly items that you would stitch into place over a mere weekend. Think floorpans, 'kidney bowls' and sills, torsion-bar tubes... You get the picture, I'm sure.

The question arose because, after a hiatus of several years, Robin and his team had restarted work on what has become known among us as 'the basket-case' – the 300,000-mile 1985 Carrera 3.2 which we started stripping back in 2014, and which became the subject of a number of how-to stories. I forget now why the project ground to a halt when it did, but I do seem to recall that the monumental structural corrosion was a significant factor – and Robin is not a man easily deterred by minor hurdles such as that. Anyway, better late than never.

What it does mean, though, is that Robin – or now his recently acquired and

immensely talented bodyshop man, John Joyce – is going to have to improvise. Hence the accompanying photo sequence, chosen and published here partly to serve as a warning to would-be 911 buyers about the extraordinary lengths some people will go to in order to take your money for something worse than nothing; but also as encouragement – of sorts, anyway – to anyone who unexpectedly finds themselves with a project as desperately rusty as this.

The series starts with a view of the left-hand rear quarter of the car, after the remains of the outer wing have been cut off – and shows all too clearly why those inner wings are needed. The piece of rusty metal balanced on the tyre is the section that a previous repairer – and let it be known that, thanks to the paperwork with the car, Robin has a pretty accurate idea of your identity – excised from the outer wing in order to patch the inner. Genuinely incredible!

Moving on, we've a shot of the right-hand 'B'-post area, showing the gaping hole over which had been tack-welded a piece of steel from inside the cabin (the left-hand side is just as bad, as we had always suspected after taking out the relevant interior trim), and then a view of the rear part of the inner wing from the same side.

Again, this had been 'repaired' earlier in the car's life by cutting an access panel in the outer wing and then laboriously stitching it back into position – and, even more bizarrely, such that it wasn't that easy to spot. So the culprits weren't entirely without skill. Just bone-idle.

By the time of my next visit, a few weeks later, John had almost fully repaired the rear end of the right-hand corner of the car – with every section hand-made from the special high-carbon steel that, despite (or in truth because of) its resistance to corrosion, is notoriously difficult to shape and then weld – and both 'B'-post sections have been cut out, trimmed back, and new pieces shaped and tacked into position. Note, by the way, the clever little gadgets that allow two cut edges to be secured perfectly flush against each other until the first few permanent welds have been made.

Also included is a shot of the left-hand rear corner – or

'clip', if you prefer – cut from another terminally damaged body shell, and which will no doubt be grafted into the 3.2 such that it will look as if it has been there since day one. All good, then. Very good, actually. But it doesn't alter – or certainly excuse – the fact that this is metalwork which Porsche itself, or a 'partner' company, could easily and surely profitably produce in just a fraction of the time it might take the long-suffering John Joyce to fabricate.

Or are we all missing something here? Is there still a source of rear inner wings that we have overlooked? Answers on the proverbial postcard, please. Meanwhile, if you would like your 911 repaired to this exemplary standard, call Robin McKenzie on 01525 861182, or go to autoumbauporsche.com. And stay with us for more on 'the basket-case' in due course. I can't promise it will be a quick process – these things rarely are – but it will definitely be good, I can assure you of that.



We call it 'the basket-case', and these shots of the 1985 911 Carrera 3.2 under restoration at Auto Umbau – first featured in the magazine back in early 2014 – surely explain why. Barely a single panel is not terminally corroded, largely thanks to almost criminally negligent previous 'repairs'. Big problem now is the absence of rear inner wings, either from Porsche itself or the after-market, but bodyshop man John Joyce is steadily working his way past that hurdle. All it takes is time – and skill and money...

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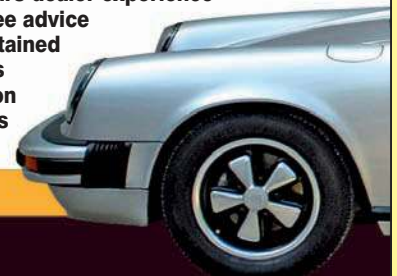


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WHEN BAD NEWS NOW COULD AVOID WORSE TO COME

I promise not to make a regular habit of introducing in this column 'other' German marques (see last month), but the basic principle I am going to describe here applies as much to Zuffenhausen's finest as it does to Untertürkheim's, and so might be as useful to any other Porsche owner as it most definitely was to me.

My Mercedes-Benz Vito van (which was almost certainly not built in Untertürkheim, but I'm sure you will get the point of the comparison) scraped through its annual MOT test a few months ago, on the increasingly thorny issue of exhaust emissions. In fact, the first time I had it examined you could barely see across the garage's yard for the dense clouds of acrid smoke as the engine was revved.

Oddly, and for reasons I still don't fully comprehend, just a week later the problem had somehow resolved itself, such that at another testing station it passed, and as ambient temperatures rose through the spring it seemed almost fully cured. But both the second tester and I were pretty sure there was a problem with leaky injectors dribbling excess fuel into the combustion chambers, and I began to set aside some cash – and it could be £1000 or more – for the evil day when they will simply have to be changed.

Meanwhile it dawned on me that remarkably, and despite the now more than 200,000 miles on the clock, the engine was not using any oil. In fact, it seemed actually to be making the stuff. Suspecting the aforementioned leaky injectors might be at the heart of the problem, I took advantage of the next oil and filter change to have the former analysed by Millers Oils Ltd in Brighouse, West Yorkshire.

This is a service the company has for a number of years offered to anyone – motor trade, wider industry, individual vehicle owners like me and you – who needs to know or better still routinely to monitor the precise chemical composition of the oil that comes out of their engines' sumps, and from which can be gleaned much valuable information about both overall wear rates and specific mechanical issues. It's a bit like a blood test.

Using the plastic bottle and packaging provided, I sent off a sample

of the old oil, and within days I had my answer. Present in it were varying quantities of the elements one might expect: silicon and aluminium, at 14 and 22 parts per million, respectively, and iron, at 70ppm. Those would have come from all the usual places: cylinders, pistons and rings, bearings, and in the case of the silicon from oil seals, oil additives, or even just plain old dirt. Either way, suggested the report, nothing much to worry about.

There were also traces of copper (5ppm), sodium (6ppm) and lead (7ppm), from things like crankshaft bearings, and boron, at 61ppm. A typical source of that might be an oil or fuel additive (and I had tried one of the latter, from Millers, in an effort to clean out the injectors before the MoT test), but also possibly an internal coolant leak, or even brake-fluid contamination. There was also a degree of water contamination, at 572ppm. Again, though, of no great concern.

But what did set the alarm bells ringing was the fuel contamination – or in this case the massive fuel dilution. In fact, it made up fully 16 per cent by volume of the 'oil' that I had drained out, and obviously explained the rising level on the dipstick. (And, albeit subjectively, the steadily worsening fuel economy.) Luckily, diesel fuel has far more inherent lubricity than petrol, and with now both new oil in the system and a self-imposed mileage limit for the next few months I am not too worried about using the van until such time as I can have the injectors replaced.

Whether that would work for you, I cannot say. Ignorance can be bliss. Perhaps understandably in light of the marque's well-known engine problems, some Porsche owners are notoriously prone to seeing monsters under the bed – and medical professionals are well aware of the false positives that can often emerge from mass screening. But, given the complexity and cost of having the Merc injectors replaced, I needed a far more precise diagnosis than could ever come from a merely smokey exhaust and an informed opinion, and this simple, inexpensive test – just £24.95, plus postage – has given me exactly that.

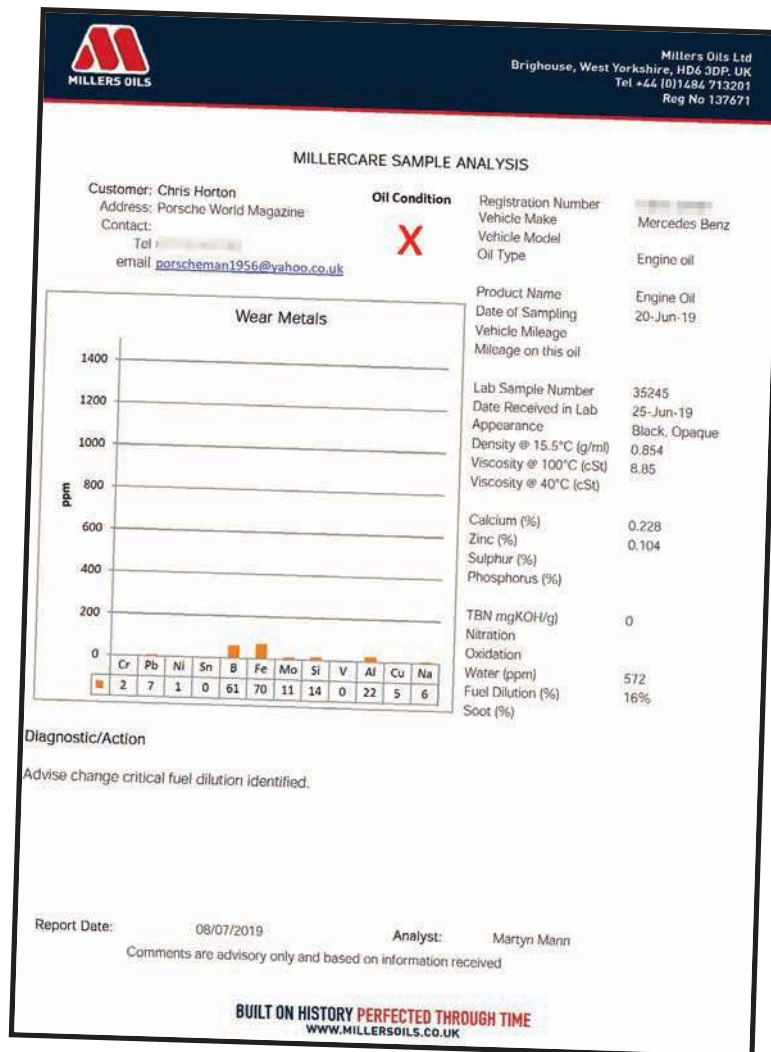
For more information go to the main Millers Oils website at millersoils.co.uk,

and search for 'analysis'. Elsewhere on the site you will find full details of the company's wide range of lubricants and related products for both modern and classic cars (and commercials), and even top-end motorsport applications. There is also a fully searchable product selector to help you choose the right one for your car. I have mentioned that several times in these pages over the past few years, but it bears repetition at

every available opportunity.

Either way, my thanks to Millers – a relatively small player in the global oil industry, but demonstrably at the top of the game, and proudly British – and good luck with your own oil analysis, especially if you drive a later 997...

As I have said elsewhere in this issue, knowledge can be power – and it most certainly is in a scenario such as this. **PW**



The red 'X' near the top of the page quickly says all you need to know about the oil that came out of Horton's Mercedes Vito van. Fully 16 per cent – presumably by volume – was diesel fuel, hence the gradually rising level on the dipstick. Cause is almost certainly worn-out injectors, allowing excess fuel into the combustion chambers – and hence both the smokey exhaust and initial MOT failure. But the Millers analysis service also lists all other significant contaminants – and their quantities – which is surely a benefit to any caring Porsche (or Merc!) owner



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BUYERS' GUIDE

987-MODEL CAYMAN/CAYMAN S

When the original, 987-series Cayman S went on sale across world markets in November 2005 it was the Boxster that those who don't like convertibles had longed for. It was based on the Boxster S but with its closed, aggressive looking bodywork had a more hard core character. Then, you paid mid-£40,000s for a Cayman S once specced up, while the base model Cayman that followed six months later was around £8000 less.

Original Caymans held their values strongly for many years, but finally, nearly a decade and a half on, they have slipped below £10,000, and thus are an immensely tempting proposition. A half-price, mini 911, almost. But if value looks high, are the risks of ownership acceptably low?

The Cayman S used an enlarged, 3.4-litre version of the 3.2-litre, water-cooled flat-six in the Boxster S, with the 911's VarioCam Plus variable valve timing, producing 295bhp at 6250rpm and 251lb ft torque from 4400rpm, these figures 5.4 and 6.4 per cent up on the

Boxster S. The standard transmission was a six-speed manual, the same gearbox used in the Boxster S, but with shorter first and second gears. The automatic option was the Tiptronic S five-speed.

Braking behind the 18-inch wheels was as per the Boxster S – 318mm vented front discs and 299mm solid rears, all with four-piston calipers in red – but the suspension springs and dampers and the anti-roll bars were firmer, while Porsche Stability Management (PSM) was a standard fit.

The base Cayman was launched in late July 2006, using the 2.7-litre Boxster engine of the time. It was more powerful than the Boxster unit, but this time only marginally so, 245bhp and 201lb ft at 4600rpm compared to 240bhp and 199lb ft. A five-speed manual transmission was standard with the extra ratio optional, and 17- rather than 18-inch wheels were fitted. Brake calipers were black, not red.

In their original, gen 1 form the Cayman and Cayman S ran for a little

under three years, supplemented by two special edition models. The first was the Cayman S Porsche Design Edition 1, appearing in November 2007, limited to 777 units worldwide, and a 35th year celebration of Porsche Design's famous watches. The cabin featured black leather and Alcantara trim, while the instrument detailing was said to reflect the look of the carmaker's chronographs. The track was widened 5mm with spacers, and 19-inch Turbo wheels wore 235/35 front and 265/35 rear tyres; a briefcase containing a Flat Six Chronograph and other accessories was included.

The second was the Cayman S Sport, a batch of 700 released in August 2008 and among the last of the gen 1s. It featured a little extra power (303bhp) and came with Porsche Active Suspension Management (PASM) and thus a 10mm lower ride height, again 5mm spacers, and 19-inch SportDesign wheels, the Sports Chrono Package and a sports exhaust.

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OVERVIEW

Either Cayman is marvellous to drive, close to perfection in fact. The extra rigidity of the metal roof adding tautness, the steering glorious and the braking superb. But the spectre of engine bore-scoring causing excessive oil consumption, and also the IMS (intermediate shaft) bearing failure, does hang over these cars.



SPECIFICATIONS

987-model Cayman, Cayman S

Engine (cyl/cc):	Flat 6/2687	Flat 6/3386
Power (bhp/rpm):	245/6500	295/6250
Torque (lb ft/rpm):	201/4600	251/4400
0-62mph (sec)/max mph:	6.1/161	5.4/171
Average mpg/CO2 (g/km):	30.4/222	26.7/254
Weight (kg):	1300	1340
Wheels (front, rear):	6.5Jx17-inch, 8Jx17-inch	8Jx18-inch, 9Jx18-inch
Tyres (front, rear):	205/55 ZR17, 235/50 ZR17	235/40 ZR18, 265/40 ZR18
Built:	2006-2008	2005-2008

All figures from Porsche AG

WHAT YOU'LL PAY

£8000-£9000: Only a few at this price, Cayman from 2006 and Cayman S from 2005, with 100,000 plus miles

£9,000-£12,000 2006: Cayman and Cayman S, high miles, but with history

£12,000-£15,000: 2006-2008 cars, mileage under 100,000 for £12k, under 50,000 at £15k.

£15,000-£19,000: 2008 Cayman S with under 50,000 miles, high spec and desirable colour, must be outstanding at this money

THE PROBLEMS

Engine

Dean Horvath, service manager at Surrey-based Porsche specialist Eporsche, reckons that the gen 1 Cayman engines are less likely to suffer the bore problems than the 3.8-litre engine in the 997 911 Carrera S. But there does seem to be a certain amount of luck involved, so check for a smoking exhaust.

Failure of the rear main seal or intermediate shaft bearing housing seal results in oil leaking from the engine. 'The gearbox then needs to be removed for either seal to be replaced, and specialist tools are required to ensure correct installation,' Dean tells us.

Check that the water pump is in good order – an early sign of failure is a coolant leak underneath the car, which is easy to miss. 'It's quite common for the pulley then to seize and cause the auxiliary belt to break,' Dean warns. 'This belt also drives the power steering and the alternator, so very heavy

steering and a battery warning light will alert the driver to a problem.' Individual coil packs can fail one by one, cracking due to age and heat.

Gearbox

Manual cars can crunch into second gear, which may necessitate a gearbox stripdown. Gear selection can become stiff due to corrosion in the gear selector pivot pin, and gear selector cables themselves may even break. Clutches are reliable, lasting 50,000 miles or more on average – replacement is straightforward but labour intensive. Clutch pedal assister springs commonly fail, causing heavy clutch pedal operation.

Suspension

Broken damper springs are quite common and can result in a metallic clonking. 'Without the correct damping effect, a broken spring can be dangerous, and thus it's advisable to replace springs in pairs,' Dean advises.

Front and rear suspension rumbles are often the result of wear to the ball joints on the support arms (sometimes called tuning forks), while a "metallic" clonking sound can be caused by worn anti-roll bar bushes. Wear in the pivot bushes and ball joints of the lower control arms (sometimes called coffin arms) can cause creaking, particularly over road speed bumps. Front suspension damper top mounts wear, causing a chattering or squeaking noise over bumps.

Air-conditioning

Caymans' air-conditioning condensers, vulnerably positioned in the nose of the car, often fail and must be replaced. 'They're prone to stone-chip damage and corrosion, which may be accelerated by a build-up of damp leaf material,' Dean warns. 'The refrigerant leaks out and the system can no longer create cold air. It's also not uncommon for air-conditioning pipes to corrode and leak, with the same outcome.' **PW**

SOLD AT AUCTION

Money can buy you any car you want – almost. This month we look at a quartet of Porsches, classic and modern, sold internationally that even billionaires would have to search hard to find, kicking off with the first ever Singer seen at a public auction

PORSCHE 911 RE-IMAGINED BY SINGER

Founded by Rob Dickinson and based in Sun Valley, California, the Singer Vehicle Design workshop is where Porsche 911s go to be 'restored, re-imagined, and reborn', 964 Carreras transformed into bespoke works. This re-imagined 911 was commissioned by a prominent California-based Porsche collector and completed by Singer Vehicle Design in 2016. Known as the "Mountain View Car", this project was envisioned as a modern interpretation of an old-school 911 "hot rod" and it was restored with a lightweight ethos. As such, it was specified without a sunroof, radio or air-conditioning.

At the heart of the Mountain View Car is a 4.0-litre, air-cooled flat-six engine that was handcrafted and carefully optimised by Ed Pink Racing Engines. Designed for use in California, it features electronic fuel-injection and produces about 390bhp (this car's total weight with all fluids, full tank of fuel, and driver is less than 1360kg). Power is transmitted to the rear wheels via a Getrag six-speed transaxle, the suspension has been upgraded with Öhlins dampers, and massive Brembo brakes, while Michelin Pilot Super Sport tyres ensure that all this performance is kept under control.

The bodywork, which features panels rendered in exotic carbon-fibre, is finished in Downton Blue, accented by Singer Racing Orange wheels, stripes, and lettering; black brake calipers and nickel-finished

"bumperettes" are also featured. An external oil filler references the original lightweight 911 R of 1967, and the car's colour scheme can be seen as a subtle nod to the classic Gulf-liveried Porsches that dominated endurance racing in the early 1970s.

Inside, the minimalist theme is continued, with exposed, painted floor panels, leather-wrapped roll bar, Prototipo-style steering wheel, black-faced VDO gauges and drilled floor-hinged pedals. The lightweight carbon-fibre bucket seats, sourced at great expense and unique to this example, are trimmed in Tobacco Brown leather with contrasting Toast stitching, while the panels and dashboard feature distinctive basket-weave upholstery similar in style to the material found in early 911 S models.

This re-imagined 911 has seen little use since it was delivered three years ago and



This is the first Singer Porsche to make it to auction and sold for just over £709,000

PORSCHE 911 RE-IMAGINED BY SINGER

Sale lot no:	14
Year:	1991
Chassis no:	WP0AB296XMS411191
Auction:	Gooding & Company Pebble Beach Auction
Where:	Pebble Beach Equestrian Center Pebble Beach, California, USA
When:	16th August, 2019
Pre-sale estimate	\$800,000–\$1m (£662,100–£828,000)
Sold for:	\$857,500 (£709,200)

has recently undergone an extensive concours quality detailing to ensure that it presented in pristine condition. The car was also offered complete with its handbooks, ownership notes, keys, and a Singer Certificate of Authenticity. Singer Vehicle Design has restored over 100 Porsche 911s, this the first to appear at public auction.

PORSCHE 911R

Awatershed moment for the 911 in the water-cooled era, Porsche answered the calls of enthusiasts worldwide and offered a "super 911" with the drivetrain of the Type 991 GT3 RS mated to a six-speed manual gearbox, and with the 911's classic silhouette. Dubbed the 911R, it was unveiled at the 2016 Geneva motor show. While mechanically similar to the RS, subtle changes were made to the suspension, steering, and, most notably, the custom-built six-speed manual transmission.

However, unlike the GT3 RS, the 911R is not about the fastest possible lap times; it is about involving the driver with the car and creating the most enjoyable driving experience possible. Without the aggressive bodywork and large spoiler of the GT3 RS, to the casual observer, the R was just another 911. But to the die-hard Porsche enthusiast, it was to be so much more – a wolf in sheep's clothing.

Finished in white with twin red stripes and a black interior, similar to the example displayed in Geneva at the launch of the 911R, only the stripes hint of its incredible

performance. This 911R was carefully optioned to allow for not only high performance, but also all that one would need for a comfortable cross-country excursion. As such, it is equipped with a number of desirable options, including the extended-range fuel tank, Bose surround sound system, front-axle lift system, air-conditioning, PCM with navigation, and auto dimming mirrors, among others.

With less than 400 miles from new, this 911R is still fresh and is ready for its next owner to experience its performance. Undoubtedly the most desirable iteration of the first generation of Porsche's 991



911R was built to satisfy the more purist of high-end Porsche fans. This one didn't make its pre-sale estimate, selling for £259,100

PORSCHE 911R

Sale lot no:	369
Year:	2016
Chassis no:	WP0AF2A97GS195170
Serial no:	375/991
Auction:	RM Sotheby's Monterey Auction
Where:	Monterey Conference Center, Monterey, California
When:	17th August, 2019
Pre-sale estimate	\$325,000–\$375,000 (£269,000–£310,400)
Sold for:	\$313,000 (£259,100)

platform, the R is a true enthusiast's car. It was designed and built for those who relish the driving purity that the 911 has provided for over 60 years. The 911R is quite simply Porsche at its very best.

PORSCHE 944 TURBO CUP

So successful were the fully developed 944 and 951 transaxle cars of the mid-1980s that Stuttgart commissioned Weissach to develop specialised examples for its all-new Cup Racing Series. The new Weissach-built racecar, the 951 Turbo Cup could be purchased on a Friday and raced in that weekend's Rothmans Cup in Canada, Turbo Cup in both Europe and South Africa as well as the Escort Series in the United States. Al Holbert's Motorsport Center of Warrington, Pennsylvania imported a believed seven examples for competition in the Escort Series.

The 951 that was offered here, chassis 165111, was delivered in the autumn of 1987. Truly a performance vehicle, 165111 came complete with a glassfibre bonnet, magnesium intake manifold and wheels, a limited-slip differential, sport shock absorbers, a factory installed Matter steel roll cage, improved ECU and KLR chips, larger brakes and a modified clutch and transmission. Devoid of a sunroof, air-conditioning, lacquer, sound insulation and electric windows, this Cup 951 weighed in as much as 400lbs less than the standard car with nearly 30 per cent more performance. Wrightwood Racing in California

would go on to race 165111 in several enduro events during a single season until around the early 1990s, when they decided to race non-Porsche cars, thus shelving the 951. With less than 4000 miles travelled, collector Ronald Tietjen purchased the 165111, and later passed it to prominent Porsche collectors, Sloan of Connecticut, in around 2010 with 7000 miles showing on the odometer. It was acquired by Bonhams' seller in 2012.

The Porsche that can dice up corners with the grace and poise of a Rudolf Nureyev pirouette, this 951 Cup is truly a paragon of composure. With 270 horsepower on tap, the instant shove of standard KKK powered 951s is replaced by



PORSCHE 944 TURBO CUP

Sale lot no:	19
Year:	1987
Chassis no:	WP0AA2956HN165111
Auction:	Bonhams Quail Lodge Auction
Where:	Quail Lodge & Golf Course, Carmel, California, USA
When:	15th August, 2019
Pre-sale estimate	\$90,000–\$120,000 (£75,000–£99,000)
Sold for:	\$56,000 (£46,191)

a smooth, linear delivery that can howl swiftly through to the rev limiter. Porsche's original and first Cup car, 165111 is a well-suited competition-spec Porsche on its believed original driveline. Seldom if ever again will a Porsche of this significance be offered again at this value range.

A Porsche 944 Turbo Cup racer at £46,191. Is that a bargain? Well it's less than half its pre-sale estimate



PORSCHE 356 B SUPER 90 "TWIN GRILLE" ROADSTER

A replacement for the one-year-only Convertible D, Porsche's 356 Roadster in 1960 offered the practicalities of roll-up windows and a taller windscreen. Based on the updated 356B, refinements included improved engine internals, a stronger gearbox, and more powerful brakes. The most collectible iteration of the Roadster is the final series produced in the updated T-6 body style, identified by its squared-off boot profile, outside fuel filler, and "twin grille" engine lid. Just 248 "Twin Grille" Roadsters were built, with coachwork completed by Belgian firm D'Ieteren Frères. Of those, a mere 37 were built to the ultimate Super 90 specification, as was this example.

It was ordered new by Glen Harcus of Kenosha, Wisconsin, and imported through Porsche Car Import of Northbrook, Illinois. It was specified in black with medium brown upholstery and highly optioned from the factory. Mr Harcus purchased the car from Porsche dealer Concours Motors in Milwaukee, Wisconsin, on October 15, 1961. Harold Zimdars, a Porsche racer and mechanic at Concours Motors, recalled servicing this unique "Twin Grille" Roadster and travelling to races with Mr Harcus. 'It was a fast car, and Glen was a pretty good driver,' said Zimdars, who was ranked third

nationally for the SCCA 1960–1961 season. In correspondence, Mr Harcus recounted his own competition experience with this Porsche. 'That was the most outstanding handling car I ever owned. I entered dozens of autocross events and won every one.' The Porsche retains important original documents from Mr. Harcus' ownership, including the sales invoice, a period photograph, service records, and a collection of trophies.

After passing to owners in Texas and Florida, the 356 was acquired by well-known Porsche collector Richard Moran, who entrusted the car to the experts at Willhoit Auto Restoration of Long Beach, California, for a show quality restoration. A story in *Excellence*, the US Porsche magazine said of Willhoit and Mr Moran in its April 2012 issue, 'A visit to John Willhoit's Long Beach Porsche restoration and hot-rodding shop can be a little intimidating. There's no oil or grease – anywhere. That might be why Dick Moran of Orange County, California, has chosen to have Willhoit restore more than a few of the Porsches in his collection. You see, the two appear to be cut from the

PORSCHE 356 B SUPER 90 "TWIN GRILLE" ROADSTER

Sale lot no:	10
Year:	1962
Chassis no:	89765
Engine no:	804218
Auction:	Gooding & Company Pebble Beach Auction,
Where:	Pebble Beach Equestrian Center Pebble Beach, California, USA
When:	16th August, 2019
Pre-sale estimate	\$450,000–\$550,000 (£372,500–£455,200)
Sold for:	\$610,000 (£504,900)

same cloth...both of them are perfectionists.' Acquired by the current owner in 2012, the Porsche was offered with Rudge wheels, a proper tool kit, owner's manual, copy of the factory Kardex, and a comprehensive history file.



Porsche 356 B Super comfortably broke pre-sale estimate by £50,000

The images and descriptions of the 911 Re-imagined by Singer and 356 B Super 90 "Twin Grille" Roadster appear courtesy Gooding & Company (001 310 899 1960, www.goodingco.com); the images and description of the 911R appear courtesy of RM Sotheby's (+44 (0)20 7851 7070, www.rmsothebys.com); the images and description of the 944 Turbo Cup appear courtesy of Bonhams (+44 (0)20 7447 7447, www.bonhams.com). Sale prices include the buyer's premium.

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£85,000 P1119/032

911

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911 996 Carrera 2 3.4 manual

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£13,495 P1119/004



2006 Carrera S low miles

Full factory Aero kit, manual, 64,800 miles, black with black heated Sport seats, full service history, just serviced at Porsche, new MOT, Chrono package, PASM, sat nav, Bose sound system, Porsche sports exhaust, electric sunroof, number plate to be removed, excellent condition and amazing drive. Tel: 07973 550257. Email: c.p.s@hotmail.co.uk (Derbyshire).

£27,000 P1119/005

991.2 Carrera, £21K extras

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£62,995 P1119/017

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911



911 2.2 T 1971 LHD not used since 1989

Pretty rare, car was only 18 years registered, 911 Coupe in Tangerine Red, five pieces of 6" x 15" Fuchs rims with stamp 71, S-options, interior black, with German registration documents, car comes with huge stock of spares new and used, in 1988 the rear axle tube had been replaced. Please feel free to ask any questions or for detailed pictures, car is located one hour from Munich airport. Tel: +49 16098 985969. Email: andgo@web.de (Germany).

£35,600 P1119/038

911



911 930 935 SC RS project VIN 9114101***

911 Coupe 2.7 of 1974 (first reg Nov '73), with huge stock of spares to choose from to build SC RS, 930, 935 etc. Engine 2700cc K-jetronic, gearbox 915. Started 13 years ago, completely dismantled, welded, sandblasted, prime coated, all parts are in boxes, some new parts (front wind shield, rubbers, brakes, gaskets, etc), please feel free for any further questions or pictures 1 hr to airport. Tel: +49 16098 985969. Email: andgo@web.de (Germany).

£19,935 P1119/045

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DEALER TALK: KLASSIK KONTOR

His day job was as an events organiser but once Kim Koehler became aware of a very special 964 model he caught the Porsche bug, which led to him setting up in business in Düsseldorf, and specialising in the previously unloved 912 among other things



How long have you been in the Porsche business?

The whole fascination started with the 964RS NGT in Jade Green in the early 1990s. Owned by a close friend, I got the opportunity to drive it from time to time and the incredible mix of agility, sound and acceleration never let me go. My professional career, though, was in events and trade business. Today I also run a major promotional gifts company designing and producing bespoke items for major brands such as Porsche. In 2013 I saw a significant price difference between Japan and Europe, and started to ship a couple of 964s and 993s to Germany, which quickly became a side business. About the same time I acquired my first classic Porsche – a 1971 911 Targa in stunning Signal Orange. A combination of demand from friends and my own service needs funnelled me into opening my own restoration workshop.

What Porsches do you specialise in?

Air-cooled, with an enthusiast's eccentricity to restore quite a few of the 912 models. Having been slaughtered to help restore 911s for more than 40 years, these four-cylinder, early 911s are a rare breed today, and I collect them and presently own the two oldest surviving examples.

What's your cheapest and most expensive Porsche currently in stock?

The most expensive is the 1992 Speed Yellow 968 Turbo S prototype – a truly unique car, the only existing Weissach prototype. It is priced at £100,000. The cheapest will

surely be one of the 912 projects we have some of for sale, for £20,000.

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

Anything between 1977 and 1989. They are all Porsches with a low complexity, are easy to maintain, pure fun to drive, and the galvanised bodies from 1977 save the owners some major body restoration expenses. A good entry level 911 is a late 911 SC, from 1982 or 1983. They're low maintenance cost as long as the engine is running fine.

Where do you get your stock from?

We buy Porsches from Europe and the US. We stopped buying in Japan as the boom emptied the market there, and decent examples are no longer cheap. We get quite a few cars from collectors and heritages. Being married to a Swede, I am also finding nice examples in the vast countryside of beautiful Scandinavia.

What warranty do you give or sell?

Any car restored by us comes with a two-year, full guarantee. On any car we "trade" we give a six-month guarantee. And of course we feel very much obliged to give any buyer an honest and thorough insight into every car's quality and potential costs once they have taken over ownership of it.

What's "hot" at the moment?

The 1990s GT "homologation" models are still going strong. We also see the 912s appreciating with the rising

costs of a proper restoration. My gut instinct also tells me that the "transaxle" cars are coming out of the shadows

What's best value at the moment?

The one special Porsche which gives you a great feeling and the best emotional dividend for your money.

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

A 1970 911E in Tangerine, owned by a lady doctor all her life, with less than 100,000km (62,500 miles) and a fully documented maintenance history.

What car do you drive every day?

A 1983 911SC in Chiffon Beige. An amazing colour, and reliable in any weather.

What are your plans for the future?

Enlarging the workshop, digging out and restoring stunning barn finds, supplying amazing cars to nice clients – and staying a very happy person.

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HELPING YOU BUY YOUR USED PORSCHE: ONLINE MOT CHECK

Checking the MOT status and history of a car you're considering buying is a useful and cost-free aid to identifying problems, but the service has never been widely promoted so perhaps not all Porsche buyers are aware of it. It's easily accessed on the www.gov.uk site, and the most revealing aspect of it is not whether the car has passed or failed, but the "advisories" that are listed with the present or previous passes. We picked out a random 2007 997 Carrera and checked it: had, for example the slightly deteriorated rear trailing bush or the play in the front inner tie bar ball joint noted in 2016 been rectified? Useful stuff to know, and potentially a good bargaining chip.



PICKED OUT FROM THE CLASSIFIEDS

Hearing of Klassik Kontor's love of the 1.6-litre, 1965–1969 912 prompted a look at the web to find out what they go for, and we were amazed to see some advertised at £60,000–£70,000 – older Porsche 911 money plus! Max Levell of Revival Cars in west London, which specialises in 912s, had this 1969 example for sale at the more accessible price of £33,500, one he described as a 'Six out of ten car, a few blisters on the bodywork.'

He added, 'Thirty grand is the cheapest you'll get now. These cars now have their own following.' Max has known the 912, advertised as showing 70,600 miles, for a number of years. revival-cars.com



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£16,000 P1119/031



Collection condition GT3
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£62,400 P1119/011

2003 Type 996 Coupe Tip 38K
Seal Grey with black leather, good specification with sat nav and sunroof, complete service history, supplied new and maintained by Porsche Tonbridge for owner and son, reducing collection. Tel: 01732 700310 (Sevenoaks, Kent).
£21,950 P1119/018

996 C4S Tip 65K
Arctic Silver with black embossed leather, FSH, IMS upgrade. Excellent condition, unmarked original Turbo wheels with new tyres, suspension refresh with new top mounts and coffin arms. New radiators, PSM, air con, Bose, sat nav, Park Assist and telephone, memory seats with Porsche mats. Two keys, loads of paperwork, really clean car that has been looked after very well. Tel: 07790 779407. Email: sammhuysin@hotmail.com (Tyne & Wear).
£27,000 P1119/019

912

912-6 no rust project car
1966 912-6 perfect starting point, all steel body, no rust, 5-gauge, 911 motor conversion, 915 trans. Major upgrades to the suspension components, late M-vented brakes, late aluminium cross arm, late A-arms, shocks, hubs, through body sway bar and aluminium rear trailing arms. Tel: +1 785 280 2768. Email: jason@schmitt-rs.com (USA).
£9999 P1119/012

914



914 GT 1972 project with lot of spares
914 project car with 916 steel flared fenders and huge stock of spares. Car comes with US-title and German customs document paid, engine flat 4 dismantled, some set of axles, second set of doors, lot of other spares, interiors, electric, plastic etc.. All is located one hour to Munich airport, please feel free for any questions or detailed pictures, will help with shipping, interested in MG. Tel: +49 160 9898 5969. Email: andgo@web.de (Germany).
£6640 P1119/033

944



1991 944S2 Convertible
944S2 Cabriolet finished in silver with blue leather interior and matching blue soft top, full leather interior with rare optional Sport seats, electric soft top, genuine Porsche 16-inch 993 alloys with a good set of matching tyres. Original service book and book pack, Thatcham Cat 1 alarm, lots of service and repair invoices from well regarded marque specialists and old MOTs. Tel: 01372 459555. Email: saa2001@hotmail.co.uk (Surrey).
£10,499 P1119/035

968



968 Convertible 6 speed manual 95,200 mls
Very rare 968 Convertible with manual 6 speed gearbox, original UK specification, full service history (16 stamps) and factory manuals, invoices since 2005 appr £14,000 to £15,000 (recently >£6000 spent), power roof/mirror/seats/windows etc, full service kit etc. Additional pictures and information available, car has got German MOT and is located less than one hour to German airport. Tel: 0049 16098 985969. Email: richard_haering@web.de (Germany).
£12,000 P1119/034

BOXSTER



981S Boxster 9400 miles from new!
First registered 28.12.2012, this superb 2 owner car is probably the lowest mileage 2012 Boxster 981S available today. Owned by my wife for the last 15 months, it is in immaculate condition and drives faultlessly. Over £9K of options fitted including the amazing PDK auto/manual/ paddle shift gearbox, PCM including sat nav, switchable auto stop/start, 20" Carrera wheels with Pirelli P Zero tyres, Agate Grey metallic paint, phone module, 2 zone climate control, Sound Package Plus, multi-function steering wheel, Park Assist, heated front seats, wind deflector, Porsche wheel badges, top screen tint, matching floor mats, matching grey interior with superb special order Burnt Amber trim inserts. Auto rear spoiler and sport button. Gtechniq body and wheel protection from new and re-applied last year by specialist. The 981 Boxster 3.4 S is the last of the line with that awesome flat six exhaust how!! Superb car, next MOT due 28/12/2019, full service history. Tel: 01474 706890. Email info@classicrocktours.com.
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POR 997T	XXX 911C
P911 SCH	991 PD
POR 911K	911 RWS
POR 911N	911 MPY
POR 911Y	918 MHH
993 POR	918 POR
993 RUF	A993 XXX
VNZ 911	TON 997X
964 MC	997 CSS
964 GC	WBZ 911
RSR 911K	RED 911H
RSR 911T	CAB 911X
RSR 911X	VOP 911S
B911 RSR	E944 POR
RUF 911T	A911 DPG
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L8 RCO

'L8RCO plate'
L8RCO plate letters, for CAROL too, on retention certificate so £80 transfer fee already paid, new plates will have to be bought though. Tel: 07799 064911. Email: calder911@yahoo.co.uk.
£675 P1119/002



'TEL 993' registration for sale
Immediately available on retention certificate. Tel: 07885 108955. Email: john@selectshopfitters.co.uk.
£2500 P1119/007

986 KJO

986 KJO

Cherished dateless registration
Registration '986 KJO' on retention, ideal for Porsche Boxster. Tel: 07866 345345. Email: davidcarle@me.com.
£1500 P1119/003

GT03 DKT

'GT03 DKT'
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.
£350 P1119/030

JJI 9115

Registration for sale
'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.
£2000 P1119/029

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

There was an upset at one of the year's most prestigious international classic auctions when a unique, extremely valuable 'Porsche' failed to sell, but otherwise it was business as usual at the Pebble Beach week in California with modern 911s making notably high prices, David Sutherland reports



718 RS 60 sold for £4.2m at RM Sotheby's Monterey event, £538,000 under estimate

For the Porsche community, it should have been the sale of the century: the oldest 'Porsche', a 1939 Type 64 on the block at the RM Sotheby's classic car auction in Monterey in California on Saturday 17th August, expected to make \$19-\$21m (about £15.7m-£17.4m). Bidding for the sole remaining example of the three built, and with only three owners since Porsche, appeared to go exceptionally well, and soon the hall witnessed a Ferrari-mashing \$70m (£57.9m) on the screen

But it was too good to be true, because in the fervour of the sale at the Monterey Conference Center the number was wrongly tapped in – it should have been \$17m (£14.1). That in itself was very serious money, but not enough for the vendor, who found the unique racing car lining up in the "still for sale" beauty contest afterwards. Another hugely provenanced motorsport lot at RM, a 1960 718 RS 60

Werks, the ultimate evolution of the racing Spyderys and one of four works cars, sold for \$5.1m (£4.2m), but that must also have been a disappointment because it was almost £538,000 under the lower figure of the pre-sale estimate band. Bonhams was completely out of luck with its 1959 718 RSK "Center Seat" Spyder, which failed to sell on the day.

This year, much of the Porsche action at Pebble Beach week auctions centred on "older" 911s. The three major auction houses, Bonhams, RM Sotheby's and Gooding and Company between them offered some 45 911s of all eras, nearly 30 of them from before 2000, a year which now broadly marks the boundary between "classic" and "young classic", and "modern".

Bonhams, at Quail Lodge in Carmel, was the leading presence in this respect, presenting 26 911s, all except five of them pre-2000, and all but one (a 1987 911 Turbo "Slant Nose") selling.

There were no runaway prices for the oldies, though, only two of them exceeding their top estimate and then by less than £2000: a 1974 911 Carrera 2.7 making \$62,720 (£51,700) including buyer's premium, and a 1997 993-model 911 Turbo at \$91,840 (£75,800). Seven of them sold for below estimate, including a 1968 911 which at \$95,200 (£78,500) fell a substantial £31,500 short. Two 912s (a 911 with a 1.6 VW engine) from 1968 and 1969 sold for \$43,680 (£36,000) and \$38,080 (£31,410), £18,000 and £10,000 under, respectively. Bonhams' average price for its 1960s and '70s 911s was \$66,450 (£55,000).

The Gooding sale held at the Pebble Beach Equestrian Center suggested that the big money is concentrating ever more on 1990s and 2000 GT and specialist models. Appearing for the first time at a public auction was one of the 964s 're-imagined' in 2016 by California-based Singer

Vehicle Design to look like a 1960s 911S. It sold for \$857,500 (£709,200, see "Sold at auction"), which was within the estimate range and clearly shows that, if modified with integrity, non-standard Porsches need not be the price pariahs many have in the past.

The cheapest 1990s 911 Gooding sold was a 993 911 Turbo S at \$368,000 (£304,400), slightly under its estimate, the next one up, a 1992 911 Carrera RS making \$400,000 (£330,800), £82,700 below expectation. The potential value of low volume 911s from this era was seen in Gooding's 2600-mile 1993 911 Carrera RS 3.8 that achieved \$1.71m (£1.41m); even at that amount it was towards the lower end of the estimate.

RM Sotheby's was also doing brisk business with 1990s GTs, moving on a 1991 911 "Carrera 4 Lightweight" for \$436,000 (£360,300). If that title is unfamiliar it's understandable, because this car is one of 22 Carrera 4s that were essentially given the 964 RS (which was always two-wheel drive) weight-paring treatment and also built to motorsport spec. A 1998 911 converted by German tuner and car maker Ruf into its CTR2 Sport model fetched an impressive \$736,500 (£609,100). However, an estimate of \$1.25m-\$1.4m (£990,000-£1.16m), and presumably a reserve somewhere in between for a stunning looking, 6500-mile Speed Yellow 993 GT2 was too much for the market on that day and it did not sell.

Pebble Beach signposted that 20th century Porsches are also continuing to be fantastic investments. Not so long ago hard to shift even for its approximately £300,000 new price, the 2003-2007 Carrera GT has not just hit its stride price-wise but gone into overdrive. RM's 2005 example with delivery miles fetched \$1,193,000 (£986,300) and that was a little under expectation.

Other models are shooting up in value much more quickly, in proportional terms, such as the same auctioneer's 2017 911 Carrera S Endurance Racing Edition. Among Monterey's million dollar headlines, a \$235,200 (£194,500) price may barely register, but it's a nearly 100 per cent appreciation on the car's list price two years ago. And the final iteration of the 997-model track special, the 911 GT3 RS4.0 is showing no signs of slowing down. RM's 2011 car, the ninth made and delivered to comedian and Porsche collector Jerry Seinfeld in the US, sold for \$665,000 (£550,000) which was nearly £54,000 above estimate.

But asked to name one sale lot that, regardless of era, amazed with its price, we'd have to name the 1975, first-year-of-production 911 Turbo offered by RM. The Grand Prix white, original 3.0-litre spec car, which had been through a bare metal rebuild in California, sold for \$285,000, a bit above estimate. Nearly a quarter of a million pounds for a 1970s 911 – who would have thought it? **PW**



Bonhams 911 Carrera 2.7, £51,700



Gooding 911 Turbo S, £304,400



RM 911 Carrera S Endurance Racing Edition, £194,500



RM Porsche Carrera GT, £986,300



RM, Type 64 did not sell

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P1119/020



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TRIED & TESTED

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

PORSCHE 964 C4 CABRIOLET * 1990 'H' * 99,000 MILES * £36,995



There was a time in the early 2000s when your correspondent, whose bailiwick was then 'leafy' south west London, would see 964s on a regular basis. Almost without exception these were shabby and sometimes distinctly down-at-heel, unloved cars seemingly reduced to mere suburban duties. Open cars, Cabrios rather than the very rare Targas were the worst. And then, imperceptibly, they disappeared, as they did too from the showrooms of emporiums such as Portiacraft, 911 Virgin or Cridfords. Some years later, when 964s did deign to reappear, their prices suggested they were no longer entry level 911s.

But just as some of the heat has gone out of the 993 market so in the last year or two some reason has crept into 964 transactions and, for the price of a 997 gen 2, you could have this rather decent 964 Cabrio. In Forest Green, this example is down on the south coast at Philip Raby Porsche. A 1990 model, it has a fully stamped service book, including 12 consecutive seals from AFN. Unusually, this car also has a thick sheaf of invoices that covers almost its complete history. Not only do these plus (rare find) a full set of MOTs help to verify the mileage, they also demonstrate how each successive owner of the seven listed made it his or her responsibility to look after the 964. The engine was rebuilt in 2010 at 83,000 miles and more recent large bills detail respraying of the windscreen surround (a 964/993 weakness) in 2017

and £3000 of engine and suspension work in 2018 which included new springs and dampers and replacement brake pipes, advisory items on previous MOT certificates. This year a new anti-roll bar was installed. At some point during the renovations, the hood and tonneau cover have been replaced.

Not surprisingly the paintwork is excellent with a deep lustre and is matched by a light grey, clearly reconnolised all-leather interior. The carpeting too looks new. The headlights have been upgraded to HIDs (much better) and minor front lights have white rather than orange covers (originals are in the boot); unmarked 993 five spoke 17in rims are shod with Pirelli P Zeros (new rear, half worn front) and the later model's teardrop mirrors are fitted, all postdating that is easily reversible for the stickler. The a/c (unusual fitting on RHD) functions and the hood lifts smoothly, though fitting or removing the tonneau cover is a manual job.

On the road this 964 feels properly calibrated as indeed the service record implies it should be. Performance from the 3.6 is lusty rather than neck-snapping, but it sounds the part and steering and reassuring braking are well up to the mark. An occasionally recalcitrant gear shift, especially reverse, may be a matter of of adjusting the linkage.

Purists will complain that this is the C4 which not only weighed another 50kg, but was dogged by the understeering tendency of the fixed 69% rear/1% front torque split of its integral transmission. These

CHECKLIST

BACKGROUND

Acting CEO Heinz Brantizki famously introduced the 964 as "the 911 for the next 25 years." Of course, it was as far from that as could be imagined and by the time those 25 years were up, the 991 had only its flat-six and 911 silhouette in common with the 964. Yet the 964 was still the most radical 911 to date – new chassis, four-wheel drive, power steering, ABS and optional auto-transmission – even if it looked (to the casual observer) remarkably similar to the Carrera 3.2. The 964 would have a short life – barely had the C2 version been launched in 1989 than work began on its successor, the 993. Long Porsche's chief bean counter, Brantizki himself turned out to be the "CEO for the next 15 months" handing over to Arno Bohn in January 1990.

WHERE IS IT?

Philip Raby Porsche, Chichester PO10 8PF
philraby.co.uk Tel: 01243 780389

FOR

Complete 30 year service history; recent recommissioning and respray

AGAINST

Hood somewhat labour intensive

VERDICT

Nicely set up open 964; competitively priced.

VALUE AT A GLANCE

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

days it is unlikely that a thirty year old convertible is ever going to be driven hard enough for this to spoil proceedings: with its hood down and on a sunny afternoon, this is a Porsche to be enjoyed on twisting roads where its modest dimensions and exceptional level of driver involvement make steering it a real pleasure, always in the knowledge that there is a vast amount more power in reserve. Then it will really fly, but hood up or down, wind noise soon becomes too high to bear for long. Admittedly £37k is not an insignificant sum, but for the right owner, this correctly fettledd 964 would make a great weekend car. **PW**



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TRIED & TESTED

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

CABRIOLET 996 C4 * 2002 '52' * 79,300 MILES * £19,900



Twenty years ago the old guard damned the 996 for its supposed quality failings, and no one disputes that the M96 engine proved to have fundamental design flaws which Porsche should have eliminated far earlier than it did in 2008. However, as this column has shown conclusively over the years, many 996s have survived remarkably well: this 17-year-old is a case in point. An early facelift Cabrio 3.6, it is unusual in having its standard issue hard top actually fitted (rather than lost) and of all the non-bodykit 996s, the hard top is surely the version that stands out in the crowd.

This 996 is also unusual in that its mileage pattern is the reverse of almost all used vehicles of this age: by 2015 and its fourth owner, it had covered only 36,500 miles; owner number five added another 32,000 in three years before the most recent proprietor took the Porsche on a further 12,000 miles. An MOT dated March 2019 shows 77,228 miles. Used cars are often vaunted as having full histories, but this Cabriolet has not only all 17 years' worth of invoices, but they are neatly filed in date order and include a bill for a £3000 overhaul and the most recent bill of sale, both dated March 2018 when Steve Bull sold the Cabrio to its sixth owner, interestingly for £19,400.

The condition of this 996 supports the maintenance history: its Arctic Silver paint is a little

dulled, but exhibits only a few blemishes and no sign of any recent respraying. The interior in blue leather with matching blue carpets is very impressive. Seats are hardback sports type; the driver's would respond to a little leather care, but otherwise this classy interior, which because of the lack of B pillars feels quite different from other 911 cabins, has lasted well. Certainly the leather dash top and door fittings were a wise if expensive investment in the original specification. Handsome Carrera five-spoke 18 inch alloy wheels are unmarked and shod with Pirelli P Zeroes, the rears virtually new, fronts atop a third worn. The vendor has renewed the a/c radiators and the system will be regassed before sale.

On the road, this Cabrio feels taut, its steering slightly heavier than a C2's; discs and pads were replaced in 2018; there are no discernible rattles emanating from the underside. The hard top emits little extra wind noise at 70mph, but it does rattle if the car is being manoeuvred on uneven ground. The 3.6 seems in fine fettle, smooth, responsive and revving readily to 7000rpm. The 996 was the last 911 to use the Getrag G50 gearbox and the cable-connected shift is meaty; the clutch, renewed in 2018, bites at mid travel. This is the C4 911, but essentially an open car, its nature is more to lope along rather than encouraging the driver to press on into corners to the point where the understeer that defines 4x4 911s can be felt. –Not the

CHECKLIST

BACKGROUND

The 996 was the first 911 to be designed with a convertible version in mind. With the 356 Porsche simply cut the roof off, but the original 901 with a more sophisticated shell was conceived only as a coupé: subsequent open varieties were something of a compromise, not the least of which was the rather afterthought way the hood sat above the scuttle line when folded. The 986/996 redesign transformed this so that the hood parked neatly out of sight. A hardtop was part of the specification for a 996 Cabrio, but difficulties of storage meant that tops were often lost with the passage of time and changes of ownership. The metal roof was an optional extra for the 997, but Porsche did apparently sell a kit so that a 996 hardtop could be made to fit.

WHERE IS IT?

Devizes-based Steve Bull began in 1996 as a service/repair business. In 2016, Steve's older son Daniel joined him and developed the retail side as many service customers were also potential Porsche buyers. Daniel says their workshop is extremely busy, while on the forecourt he notes that compared with 2017 when he might have had only water-cooled cars, far more air-cooled cars are appearing and his stocklist comprises four plus a similar number of the 924 – 968 models. "Maybe the softening in air cooled pricing is starting to encourage proper enthusiasts back into the market."

Steve Bull Specialist Cars Ltd, Devizes, SN10 2DX
Tel: 01380 725444

stevebullspecialistcars.co.uk

FOR

Unusual hard top model – most Cabrios have lost theirs; very full history file.

AGAINST

C4 versions are less sought after

VERDICT

Not concours, but a taut, well maintained and presented 996.

VALUE AT A GLANCE

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

mostsought-after 996 perhaps, this nicely appointed Cabriolet is solid and correct. All you need is somewhere to stow that hardtop. **PW**



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TIME MACHINE

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

NOVEMBER 2003 (ISSUE 116)

We dubbed this one 'The supercar edition' on the front cover. Not only that, but it was our biggest issue (at the time) at 156 pages. So what was all this supercar business then? Well, Editor, Horton, had bagged himself a drive in the Carrera GT, which was the hot ticket in 2003. Porsche had seen fit to launch the Carrera GT at a vast ex-Russian military air base in the former East Germany, which had now been taken over by Michelin as a vast tyre testing facility. It had the space to really exercise the Carrera GT, with endless concrete runways, that allowed the supercar to reach its 200mph potential over and over.

Of course the Carrera GT was borne out of Porsche's abandoned LMP sportscar project and was pretty raw as a road car. We did make mention of the GT's myriad of 'high-tech features' but these really just amounted to the carbon-fibre tub, PCCB brakes and a Porsche Ceramic Composite Clutch (PCCC) which, as anyone who has had the pleasure of driving a Carrera GT will know, is some sort of code for being bloody tricky to operate! Compared to a hybrid 918 (which your granny could drive), the Carrera GT, with no electronic driver aids and ferocious 620bhp V10, was pretty lethal, truth be told.

Returning to the front cover and we suggested that now was the time to buy a 959. And why? Well, prices were hovering around the £95,000 mark, which was not much more than the then current 996 Turbo. We reflected that, in 1990, at the height of what became known as 'classic car mania,' a 959 sold at auction for £599,000. Hmm, sounds familiar...



Had anyone taken our advice 16-years ago, they would be quite pleased with themselves now. As would whoever bought the 993 RS in Paragon's full page ad at just £56,995, or the set of refurbished 7 & 9in Fuchs with new Bridgestone SO2s for just £550. Those were certainly the days.

NOVEMBER 2007 (ISSUE 164)

Warning to self: spending time flicking through the *911 & PW* archive for the monthly instalment of 'Time Machine' can make you feel very old. I mean, was it really 12 years ago that proper Porsche PR man, Andrew Davies, fixed it for the Porsche monthlies to jet into Stuttgart for a day with the then new 997 GT2? Those were the days, and truly what a car.

And this issue sparks another memory. A test of a 911 SC RS is something of a rarity. It was the result of a trip to Spa for a track day and a drive in a 908, which didn't happen (it broke), but we met with *911 & PW* reader and Porsche collector extraordinaire, Johan Dirckx, whose SC RS we stumbled across.

Back then, Johan preferred to remain anonymous, but since that chance meeting in 2007, he's been a supportive benefactor to *911 & PW*, supplying many rarities for our driving pleasure and to be featured in these pages. And these days he's not quite so shy. Thanks Johan for all the support. Sorry you've have to put up with Tipler and Fraser for all that time.

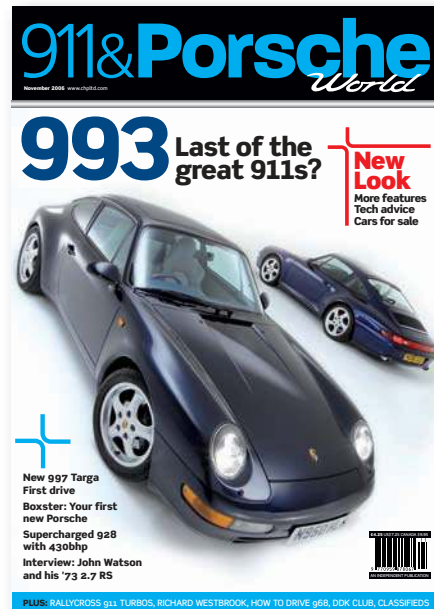


NOV 2006 (ISSUE 152)

Behold a refreshed and relaunched *911 & PW* with an all new logo and look. The logo we've stuck with, but we've had a couple more redesigns since then.

To reinforce our Porsche credentials, the entire *911 & PW* crew gathered at Castle Combe with their respective Porkers for a photoshoot. Of those present only Paul Davies and Delwyn Mallet still retain their machines – a Carrera 3.2 Targa and a 356 Speedster respectively. Gone is Editor Bennett's Carrera 3.2, Tipler's 964 (the Peppermint Pig) and gone is Horton's 996. Gone is Peter Morgan and his Boxster, and Seume was there, but in between Porsches at the time. Of course we all still run Porsches and our day-to-day Porsche experiences remain an important part of the mag, if only so that readers can vicariously live life on the Porsche edge, as we explore all ways and means of running a Porsche on a real world budget, or no budget at all!

Typically, our new-look issue remained an eclectic mix of all things Porsche. Ex F1 driver, John Watson, invited us for a drive in the 2.7 RS that he bought new in 1973. We revisited the days of mega-boost 1980s 911 Turbo Rallycross weaponry, when Finns and Swedes ruled the rough stuff, and had names like Alamaki and Nittymaki, both guaranteed to get Murray Walker in a muddle on Grandstand!



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