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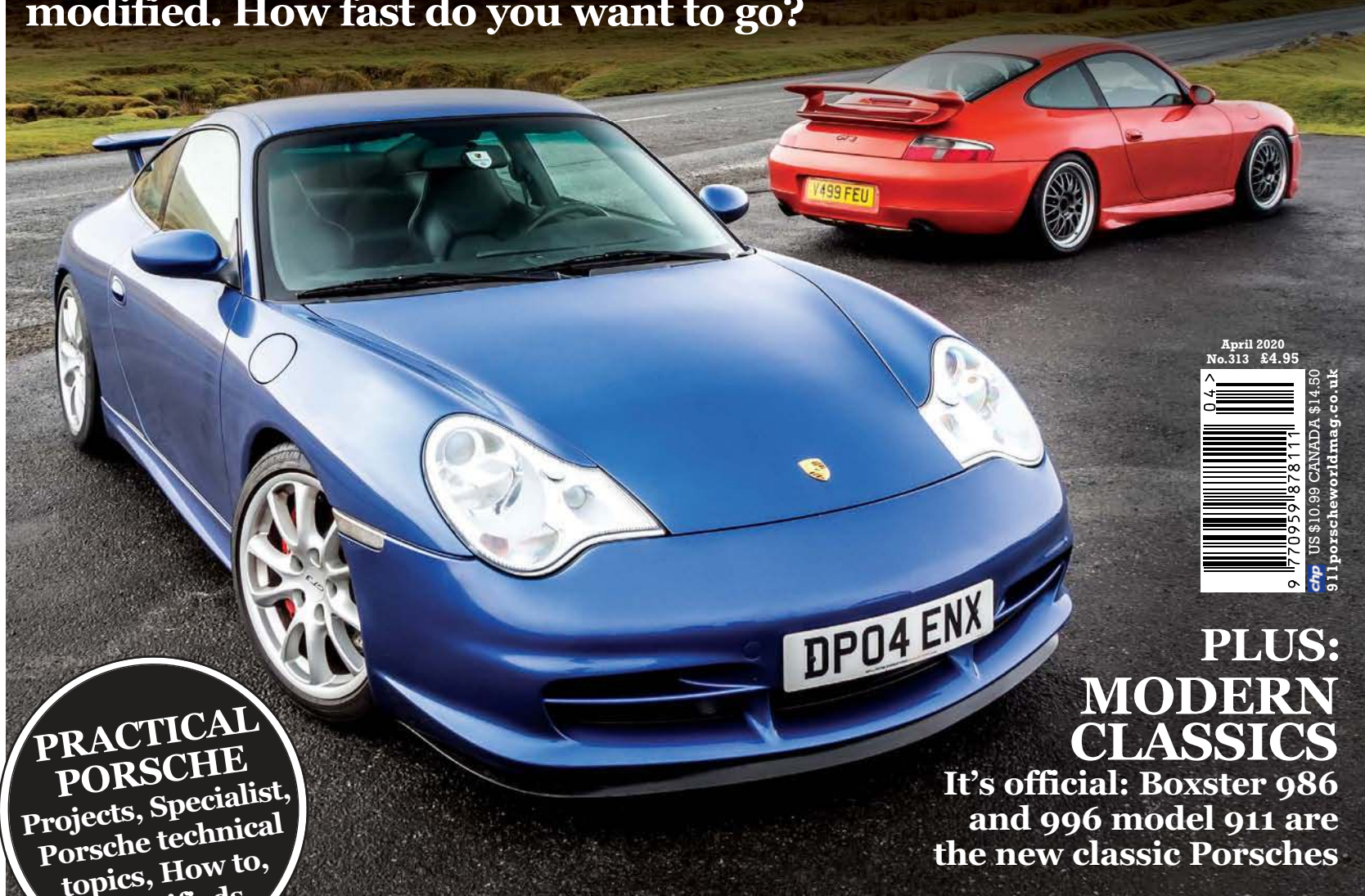
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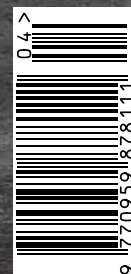
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UP FRONT

Right now Porsche can do no wrong, which is why the time is right for a new 'puristic' sports car

Check out the News pages in this issue and you will see that Porsche has aced its range average emissions for the EU's draconian new 2021 targets. In a motoring landscape where some manufacturers are scaling back production – or canning some models altogether – to avoid punitive fines, that's quite an achievement. A direct result of this is the Cayman/Boxster 718 GTS, with its 4.0-litre, normally aspirated flat-six. Who would have predicted that not so long ago? In the same news item, CEO Oliver Blume talks of Porsche's sustainable future and a world where flat-sixes could be powered by synthetic fuels, and frankly you wouldn't put it past him and trend/industry defying Porsche.

However, even more exciting news from the, er, News pages comes from Porsche's head of design, Michael Mauer, who reckons "the time has come" to

“ Mauer is right in looking at the mid-engined 914 for inspiration ”

consider a new entry level Porsche sports car. Well, Michael, don't let us stop you! It wouldn't be the first time that this occasionally lucid intro/column has advocated such a thing as the antidote to Porsche's (and the industry as a whole) increasingly complex and sizeable offerings. The market exists and is still unchallenged. Just ask Mazda. Not that Porsche should attempt to take on the mighty MX-5. Mauer is right in looking at the mid-engined 914 for inspiration, or a "puristic" version of the 550.

OK, so it's easy for me to say, but surely Porsche has everything it needs to build a simple sports car? As observed by Newshound, Jeremy Laird, the 718 platform would be perfect, and there's engines aplenty. A normally aspirated flat-four would rather fit the bill. And the timing is right methinks. There is a desire for 'simple' in an ever more electronic and connected world, where jumping into a paired back sports car would be a means of escape. A modern classic car, if you like, which is what Mauer is proposing. Go on, Porsche, do it...

STEVE BENNETT
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NEWS

Porsche plots a sustainable future and aces 2021 fleet emissions * New entry-level Porsche is mooted * More 718 specials coming, including RS * Taycan will go the distance * Yokohama reboots classic A008P



PORSCHE CEO PLOTS CARBON-NEUTRAL FLAT SIXES

Oliver Blume maps out Porsche's sustainable future

CEO Oliver Blume has confirmed Porsche is on target to comfortably meet the EU's stringent fleet CO2 emissions target for 2021. In an official interview, he also hinted that combustion-powered Porsches could survive indefinitely thanks to synthetic fuels.

"Five years ago, nobody would have believed that Porsche could meet the fleet CO2 emission value," says Blume. "Porsche is an innovative, driving force in this area. As a sports car manufacturer, we will be below the average fleet emission value by 2021 already. And in sustainable

terms, too," he reckons.

For the record, the EU target for 2021 is an average emission of 95g/km of CO2 across a manufacturer's fleet of new vehicles. Manufacturers will pay a penalty of €95 per g/km for excess emissions on each vehicle registered, creating the possibility of huge fines for volume manufacturers missing the target.

Since 2014, Porsche has reduced the CO2 emissions of its cars by a staggering 75 per cent. The real-world accuracy of such figures, which are based on

government emissions tests that some argue don't account for the full energy cycle with regard to plug-in cars, can be debated. But Porsche's progress has been dramatic by any reasonable measure.

Porsche is also pursuing sustainability in its manufacturing operations. "All Porsche sites in Germany have been using 100 per cent green electricity for the last three years," Blume says. What's more, despite the growth of Porsche's production volumes over that period by over 80 per cent, the amount of energy used during

Porsche CEO, Oliver Blume, has made bold claims for the sustainable future of the company, which will comfortably meet its 2021 CO2 fleet emission value across its model range



Above right: A carbon neutral 911 with a flat-six running on synthetic fuel? It could happen, but the technology is currently too expensive to manufacture. Still, if anyone can, then Porsche can

manufacturing actually shrunk by around 30 per cent.

Overall, Porsche's plan is to achieve total carbon neutrality. "Porsche is striving to become a zero-impact company, in other words a company without a CO2 footprint," Blume says while conceding the huge scale of the task. "We have taken the first positive steps, but there is still a lot we have to do."

But what about the idea of synthetic fuels and the tantalising prospect of a sustainable long term future for combustion Porsches? In theory, any hydrocarbon fuel, such as petrol, can be synthesised using hydrogen extracted from water and carbon scrubbed from the atmosphere.

If the energy used for these processes is entirely sustainable, then the prospect of a fully carbon-neutral combustion engine is created. A combustion engine burning

carbon-neutral synthesised petrol only emits that carbon which was removed from the atmosphere when manufacturing the fuel. A closed carbon loop, in other words.

Arguably the most appealing aspect of such synthetic fuels is that they effectively turn existing combustion cars into carbon-neutral transportation. That would include everything from a late model GT3 spinning at 9000rpm to the earliest of classic 356s. Similarly, the distribution and fuelling infrastructure already exists, en masse. "In terms of our perspectives, we are also examining the potential of synthetic fuels because we see future possibilities for all our existing vehicles," Blume explains.

Such fuels are also a preference for Blume because he and Porsche generally favour avoidance and reduction to offsetting when it comes to carbon emissions. Porsche does offer a programme called

"Porsche Impact" in which customers can offset the carbon footprint of their car. But Blume would prefer to minimise carbon emissions in the first place.

Anyway, if that all sounds a bit too good to be true, there's inevitably a catch. Currently, Blume says, synthetic fuels are far too expensive to manufacture. Synthetic fuels are also much less efficient. "A battery is three times more efficient than the fuel cell and six times better than synthetic fuels," he says.

Of course, if the energy used to create synthetic fuels is fully sustainable, then in environmental terms that's not a problem. But it does feed back into cost. Generating clean energy costs money and it takes a lot of energy to synthesise fuels. For now, then, the fully carbon-neutral flat six remains a distant prospect. But not actually an impossibility. Here's hoping.



PORSCHE HINTS AT 914 REBOOT

Design chief ponders puristic entry-level Porsche

"I think the time has come." So says none other than Michael Mauer, Porsche's design boss, of the prospect of a new entry-level Porsche sports car and a spiritual successor to the 914.

"An entry-level Porsche not in terms of the price, but the sense of reduction. A car with almost no electrics, everything mechanical, puristic. I find the idea exciting," Mauer recently explained in an official Porsche interview.

He says Porsche regularly discusses the prospect of an entry-level car internally, but opinions differ over the character of such a car. He recognises his 'puristic' vision of a modern 550, a very simple and unpretentious car, might not be shared by Porsche's sales team. He also concedes there are practical limitations in terms of how

small and simple such a car could really be.

"Limits in terms of dimensions are reached quickly, simply because of driving safety. This automatically requires cars to be a certain size," Mauer says. But he's nevertheless not only fascinated by the general notion but also the example set by the 914.

"I find it fascinating how Ferdinand Porsche and his team managed to bring in this modern, reduced style," Mauer explains. "The more I work with the 914 – that's exactly what I'm fighting for now, this reduced, puristic approach. Integrating things, not one line too many," says the man who has been head of Porsche design since 2004 and is just the third person to hold that position.

It's not clear whether Mauer is giving an

early insight into a model in development or just thinking aloud about future possibilities. If the latter, the car would likely be so far out that combustion power would be unlikely. On the other hand, if Porsche has pressed the go button on a new entry-level sports car, then there's a ready-made tool kit available in the form of the 718.

That model's flat-four motor and mid-engine platform could form the basis of a new entry-level Porsche just as the 718 itself goes electric. Yes, the Type-982 platform on which the 718 is based would be very old by then. But that's arguably less of an impediment when the remit is a simple car with minimal electronics. Such a car would be, "puristic, reduced, back to our roots," Mauer says, it would be "typically Porsche again." And who are we to disagree?

An entry level Porsche aimed at the purist and following a similar ethos to the 914. Where do we sign up?

OUR TAKE

PURISTIC ENTRY-LEVEL PORSCHEs

Porsche has gotten into the habit of blowing our tiny minds, of late. Most recently, it was the new 718 Boxster and Cayman GTS twins fitted with monster 4.0-litre motors just when the rest of the industry is downsizing like its collective future depends on it. Which it surely does.

Then there's the whole manual gearbox saga. First Porsche ditched it on the 911 GT3, declaring the PDK-S box to actually be more involving than a manual shift. Next it not only reintroduced manual on the ultra-rare 911 R and then the facelifted 911 GT3. Porsche also released a series of sports cars exclusively available with manual transmissions in the 981 GT4 and Spyder and the 911 Speedster.

That context has us taking the superficially casual musings of Porsche's design chief, Michael Mauer, fairly seriously. A puristic, simple sports car is largely at odds with the direction of the industry at large, especially if powered by a combustion engine. But Porsche has done nothing of late if not prove it has a unique ability among the major car brands to buck certain trends. Competitors like McLaren, Ferrari and Lamborghini haven't offered a manual gearbox between them for years, for instance. Their customers simply don't want them. But some – just enough – of Porsche's do.

So, what would have seemed a total non-starter a few years ago, as Porsche pushed ever more upmarket and its cars became ever techier, now sounds relatively plausible. It's not hard to imagine a simple sports car based on the existing Type-982 platform that underpins the 718. Think 718, but lighter, simpler. Maybe if they can make it light enough, a version with a naturally aspirated flat-four would be a goer.

Normally you'd assume the numbers wouldn't add up in terms of profitability, not by Porsche's latterly lofty standards at least. Which is

presumably why it hasn't been tried since the 914 was removed from sale back in 1976. But maybe the use of an 'old' platform is just the thing to turn a cheap Porsche sports car into a money spinner. Stranger things have happened. At Porsche, they seem to happen all the time.



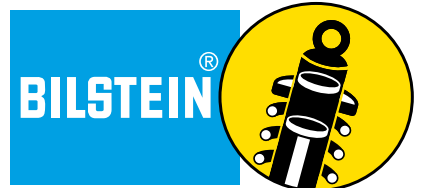
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MORE 718 SPECIALS COMING

Cayman GT4 RS and Anniversary Boxster incoming, plus PDK for all

With the once rumoured return of the iconic flat six to the 718 GTS now officially confirmed, attention turns to the rest of the 718 range. While Porsche has indicated the long term future for its entry-level sports car is likely to be electric, that all-new battery powered car is likely three years away or more. In the meantime, expect to see further combustion-powered special models based on the existing mid-engine platform. Meanwhile, the PDK paddle-shift transmissions is confirmed for all the new flat-six 718s

The Cayman GT4 RS has been featured previously on these pages. Mules with RS features including NACA-style bonnet ducts and intakes in the rear quarter have been testing for some time. A power output of around 450hp from a tweaked version of the GT4 and Spyder's 4.0-litre flat six is anticipated.

What hasn't been mooted before is a Boxster model to go along with the GT4 RS. File this one firmly under rumour, but reports of a 25th Anniversary Boxster timed to celebrate the 25-year period since the launch of the original 986 Boxster have emerged. The first 986 went on sale in late 1996. So an anniversary model launch in 2020 as a 2021 model year car would fit the 25-year bill. It's thought this

anniversary special Boxster will share its 450hp motor with the upcoming GT4 RS.

Such an approach has precedent. The 981 Cayman GT4 and Boxster Spyder shared a 3.8-litre motor derived from the 911 Carrera S of the time, albeit with the Spyder's engine slightly detuned. For the 718 Cayman GT4 and Boxster Spyder, Porsche developed a new 4.0-litre motor and fitted it to both models in identical 420hp tune.

A 450hp Boxster once seemed like a very unlikely prospect, such was Porsche's firm intent on maintaining the 911's status as its premium sports car. But if the current 718 does indeed mark the end for combustion power in the mid-engined platform, both GT4 RS and the rumoured Anniversary Boxster can perhaps be justified as fitting sign offs for the line as a whole.

Finally, Porsche has confirmed that the PDK automatic gearbox will be added to the options list for both the 718 Cayman GT4 and Boxster Spyder by the end of the year, making them the first mid-engine sports car from Porsche's Motorsport department to be offered with a paddle-shift transmission. The new 718 GTS 4.0-litre twins are also expected to get the PDK option later this year.

The Cayman/Boxster 718 duo is going to be around for a while yet, before the all-electric replacements arrive. Expect a GT4 RS version soon

TAYCAN BEATS EPA RANGE IN REAL-WORLD TESTING

Porsche's first battery-electric effort isn't so bad, after all

After a slew of bad publicity concerning the Taycan's range and efficiency, independent testing indicates the battery performance of Porsche's new EV isn't so bad after all. It turns out the Taycan is capable of as much as 40 per cent better range than the car's official EPA range indicates.

It's well known that the US's EPA testing of electric car range tends to be tougher than Europe's equivalent WLTP metric. Consequently, quoted EPA ranges for many electric cars are more pessimistic than the WLTP figure. Even in that context, however, the mere 201-mile EPA range of the Taycan Turbo was disappointing. By that measure – and given the car's large 93.4kWh battery pack – the Taycan rates as the least efficient EV on the market, as we reported last month.

Meanwhile, in the EU's WLTP test, the Taycan Turbo clocks up a much healthier 279 miles of range. It remains unclear why the EPA result is quite so bad. But the latest independent testing suggests that the EPA figure is not realistic. In the real world, the Taycan's range is proving to be much better.

US website Autoblog found their Taycan Turbo test car still had 78 miles of range remaining after a gentle 209-mile route, thereby making for an overall range of over 285 miles. Even over a more demanding route that dipped into the Taycan's

immense performance reserves, the result was nearly 250 miles of range. Meanwhile, in constant high speed testing on the German autobahn at over 80mph, which represents a worst case scenario for an EV in terms of battery drain, the Taycan has reportedly been found to exceed its EPA range.

Range is not the only important metric for a modern EV, of course. Charging speed is critical, too. In theory, no EV charges faster than the Taycan. But range has been one of the key selling points for the biggest brand in electric cars, Tesla, and the early ambiguity around the Taycan's range has been inauspicious at the very least.

The Taycan will go the distance, according to European WLTP figures





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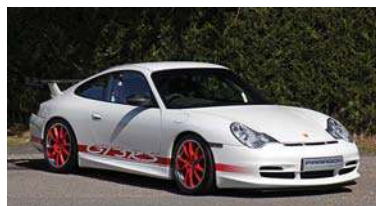
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YOKOHAMA REBOOTS CLASSIC 930 TURBO TYRE

Classic look improved with modern tech

Japanese tyre specialist Yokohama has reissued some of its back catalogue of classic boots for a new range of hobby tyres for period cars. The idea is to mix modern construction and compounds with an accurate period look. For Porsche fans, the most relevant of the new releases is the Advan A008P.

"Tyre design and manufacturing techniques have evolved significantly over the last 50 years or so," David Seward, managing director of Yokohama UK, says. "With the launch of our hobby tyre range for classic cars, owners will be able to fit tyres that offer modern levels of performance, giving great comfort, grip and longevity. However, with classic styling the tyres will help owners retain that all-important period correct look."

Originally launched in 1981, the standard A008 was created as a generic performance tyre and blew the competition away back in the day. In 1989 it was updated specifically for Porsche in the form of the A800P. It's that Porsche-specific

tyre that has been rebooted. Yokohama is making it in sizes suitable for the 930 Turbo, the 964 Carrera 2, Carrera 4 and Turbo (both 3.3 and 3.6 models) and the 928 S4 and GT.

The A008 sports a very modern looking tread pattern for an early-'80s design. Combined with updated materials and construction, performance should be excellent. Other tyres in the classic range include the G.T. Special Classic Y350. First seen in 1967 and complete with a retro zig-zag tread pattern, it was Yokohama's very first radial tyre. In its revised form, it's said to be best suited to European and Japanese cars with 14- and 15-inch wheels.

Other models from the range include the Advan HF Type-D 088 designed for "modern classics" from the 1980s and '90s and available in sizes from 10 inches to 15 inches. The Yokohama A539 has also been revived in sizes from 12 inches to 15 inches. Yokohama says the A539 is suitable for a wide range of classic cars.

PORSCHE'S SUPER BOWL AD SPOT

Next GT3 previewed?

Porsche has returned to arguably the single most prestigious ad spot in the world, the Super Bowl, for the first time since 1997. The 60-second commercial entailed a high speed chase between the new electric Taycan and around a dozen iconic Porsches from down the years. It also gave a glimpse of what looked very much like the next 911 GT3.

Shot in Germany in mid-November 2019, locations include Heidelberg, Heppenheim, the Black Forest and Stuttgart-Zuffenhausen. Many of the racing cars, road vehicles and other period treasures in the clip form part of the Porsche Museum collection. As it happens, the Museum also serves as the starting point for the story and that's where a Type-992 911 with what very much looks like a full GT3 aerokit can be seen. Other automotive protagonists in the ad include the legendary 917 K racing car, the 918 Spyder hybrid super sports car and the latest Porsche 911.

Back in 1997, it was the Boxster that got the Super Bowl treatment as Porsche pressed forward with its plan to turn the company around with a brand



new generation of water cooled sports cars. You can see an extended cut of the ad and grab a brief eyeful of that future GT3 on Porsche's official YouTube channel at www.youtube.com/user/Porsche.

NOTTINGHAM'S NEWEST RESTORATION SHOP

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Attention air-cooled fans in the Midlands and further afield. Established classic vehicle restoration outfit and long time air-cooled VW specialist Matt Gill Restoration is broadening its proposition to include Porsches.

Matt says Porsches have been a lifelong obsession and air-cooled examples certainly make for a natural progression from period VWs. At present, Matt and co are restoring two 356s. The first is a Karmann hardtop, the other a 356B T5 coupe. You can follow the progress of these projects on social media, including Instagram via @buswelder_ and Facebook at facebook.com/mattgillrestoration. The freshly

revamped website can also be found at mattgillrestoration.co.uk.

Matt says he and his team are passionate about the standard of work they provide and continue to invest in metalwork tooling including a Celette jig and spot weld facilities. A full one-stop restoration service is available thanks to trusted partners in upholstery and paintwork.

To discuss your personal Porsche restoration project or for more information, you can contact Matt on 07919 091057 or at info@mattgillrestoration.co.uk. He looks forward to hearing from you about your Porsche project.



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1964 Porsche 356C Cabriolet Stock #11507

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

For \$119,950



1977 Porsche 911S Targa Stock #11591

This beautiful 1977 Porsche 911 Targa with matching numbers is available in yellow with a black Porsche script and a yellow and black interior. It comes equipped with a 5-speed manual transmission and Fuchs wheels. This is a very presentable car that is mechanically sound.

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1973 Porsche 914 Stock #11129

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

For \$8,950



1974 Porsche 914 Stock #11536

This 1974 Porsche 914 is available in its original color code#L13K of sunshine yellow with a black script and a tan interior. It comes equipped with a 5-speed manual transmission, Fuchs wheels and includes the spare tire. This is a very presentable and excellent original car which is also mechanically sound.

For \$13,750



1980 Porsche 911SC Coupe Stock #11004

This 1980 Porsche 911SC Coupe with matching numbers is available in this beautiful color combination of dark grey with a black interior. It comes equipped with a 5-speed manual transmission with a 3.0-liter engine, power windows, Fuchs wheels, sunroof, spare tire and includes some miscellaneous parts. This is a very presentable vehicle. It had the same owner for many years. The Coupe is also mechanically sound.

For \$28,500



1991 Porsche 964 Cabriolet Stock #11502

This 1991 Porsche 964 Cabriolet featured here with 87,043 miles on the odometer is available in its original color code#37W of midnight blue metallic with a white interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, dual airbags, power windows, power steering, power seats, power soft top and solid wheels. The spare tire, jack, tool kit and air compressor are also included. This is a very presentable car which is mechanically sound.

For \$30,750



1989 Porsche Carrera Cabriolet Stock #11631

This 1989 Porsche Carrera Cabriolet with matching numbers is available in its original color code#80K Guards Red with a black interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, power windows, power soft top, Fuchs wheels and includes the spare tire and jack. This car is mechanically sound.

For \$30,750



1997 Porsche 993 Coupe Stock #11741

This excellent original 1997 Porsche 993 Coupe is available in Grand Prix white with a grey interior. It comes with a clean Carfax and is equipped with a Tiptronic transmission, air conditioning, power windows, power seats, factory sunroof and includes the spare tire. This is an excellent original California car which is mechanically sound.

For \$32,500



1989 Porsche Carrera Targa Stock #11649

This 1989 Porsche Carrera Targa with matching numbers and 80,508 miles on the odometer is available in its original color code#700 black with a black interior. It comes with a clean Carfax and is equipped with a 5-speed G50 transmission, air conditioning, power windows, power seats, Fuchs wheels and includes the spare tire. This is an excellent original car that is mechanically sound.

For \$39,950



1991 Porsche 964 Cabriolet Stock #11612

This 1991 Porsche 964 Cabriolet featured here with matching numbers and 53,163 miles on the odometer is available in its original color code#L37Z of Amazon green metallic with a tan interior. It comes with a clean Carfax and is equipped with a 5-speed manual transmission, air conditioning, cruise control, dual airbags, OEM Porsche CD stereo, power windows, power steering, power seats, solid wheels, power soft top and includes the spare tire and jack. The original owner's manual is also included as well as some service documentation. This Cabriolet is mechanically sound.

For \$33,500



1990 Porsche 964 Carrera 2 Stock #11589

This excellent original 1990 Porsche 964 Carrera 2 is available in Grand Prix White with a black interior. It comes equipped with a 5-speed manual transmission, air conditioning, power windows, sunroof and Porsche twist wheels. It was with the same owner for many years. This is an excellent original California car which is mechanically sound.

For \$46,500



1968 Porsche 911L Targa Stock #10296

This very collectible 1968 Porsche 911L Targa comes in this gorgeous color combination of brown with a black interior with Pepita inserts. It comes equipped with a 2.0 liter with a manual transmission, fog lights, and Fuchs wheels. The Targa is an extremely clean and presentable vehicle which is also mechanically sound.

For \$69,950



1967 Porsche 911S Coupe Stock #11495

This extremely collectible survivor 1967 Porsche 911S Coupe with matching numbers (Kardex included) is available in its original color code#6404 light ivory with a black interior. It comes equipped with a 5-speed manual transmission, fog lights, wood steering wheel. It was with the same owner since the 1980s. Don't miss out on this highly desirable, first-generation 911S which would make an excellent start or addition to any classic car collection. This is a definite standout at any Porsche gathering. This is also an extremely original blue plate California car which is mechanically sound.

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LIGHT FANTASTIC

Add lightness goes the old adage, and ne'er so much as when it comes to wheels. Revolution Wheels' latest lightweight rolling stock is the CR10 flow formed rim. According to Revolution, in its optimal 10-inch by 18-inch configuration the CR10 is nearly 4kg lighter than its closest competitor. Finished in either matte black or hyper silver, the CR10 uses a modern production process to achieve that lightness while remaining robust. The CR10 is available in a range of sizes starting at 15-inch and ranging up to 19-inch. Revolution says it's available for a wide range of Porsches, but is particularly popular with Boxster owners for track days and other motorsport activities. For pricing and more information, head for www.revolutionwheels.com.



STOP AND GO

Not just go, but also stop. Excellent braking performance has always been the hallmark of Porsche sports cars. Of course, as the years tick by, it's not just engines and transmissions that suffer wear and tear, but also braking hardware. Heritage Parts Centre, specialists in all things air cooled, are therefore offering these brand new S-type brake calipers for early 911s. Listed as suitable for 911 models from '69-'77 and Turbo models from '75-'77, Heritage can also supply the pads, vented discs and even new brake hoses to match, if required. Aluminium bodied with a single 48mm piston, they are sold individually and outright, rather than on an exchange basis. And the best bit? They're just £199 a pop, including VAT and shipping from www.vwheritage.com.



DEVIL IN THE DETAILS

When it comes to full restorations, or just keeping that old timer on top form, it's the little things that can make the difference. Like these rear spring plate covers for early 911s including Turbo models from 1965 through to 1989, and also 912 models from 1965 to 1969. Offered by Heritage Parts Centre, they're constructed from stainless steel to prevent corrosion, but also cadmium plated to give a completely OE appearance. Sold individually, the part is the same for both left and right spring plates. If new bushes are also required, Heritage has those along with a huge array of minor and major parts and pieces for just about every air-cooled 911. The spring plates covers come in at £36.95 including VAT, but you can find out more from www.vwheritage.com.





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Looking for fully adjustable suspension for your 996 or Boxster? Eibach can help. In addition to its adjustable bottom suspension arms (AKA coffin arms), Eibach has now developed front and rear adjustable trailing arms. Constructed from forged 6061-T6 aluminium, with a black anodised finish, they adjust using an easy to reach, threaded adjuster and maintain factory ride quality with its xAxis flex joints, which eliminate both binding and bushing compliance.

On the front, caster adjustment is +1.25deg. The front arms have also been designed so that the factory air deflector can be reused without modification. When installed on the rear set-back can be adjusted to +13mm. Whether for road or track, the Eibach arms allow for a truly flexible suspension set, one that is pretty much fully adjustable, when combined with the Eibach coffin arms, too.

We have a set to fit to the Editor's 996, so watch this space. Price per axle is £353.15+VAT For more info contact sales@eibach.co.uk or call 01455 285851



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Pure function, exclusive form. So says Porsche Design of its French Classic Billfold 3.0 wallet. Crafted from elegant French Morocco leather, it's said to be a subtle yet unmistakable homage to functional aesthetics and the perfect complement to Porsche Design's French Classic briefcases. A metallic 'PD' icon on the front emphasises the fine grain of the premium leather. Two bill compartments, a coin compartment and additional pockets for documents help keep everything in its place. Universal and classic, a wallet with staying power, the French Classic is available for €99.95 or £85 from www.selectionrs.com. That's a fairly hefty discount compared to the £125 Porsche is currently charging for the slightly updated 4.0 version of this wallet on its website.



TAYCAN T-SHIRT

By all accounts, the future of Porsche and motoring more generally is electric. If you welcome our new battery-powered overlords, why not let them know you're one of the converted courtesy of this new limited edition T-shirt from Porsche. Inspired by the Taycan, a model described by Porsche as its first all-electric sports car, even if it looks more like a sleek four-door saloon to most impartial observers, this shirt is packaged in an exclusive metal box printed with the same technically revealing motif. Also included is a postcard detailing the Taycan. Made of 100 per cent soft, high-quality cotton and available in a wide range of sizes from www.porsche.com for £38, where you can also browse a wide range of official Porsche products.



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LIMITED EDITION LONG TAIL

Attention, aficionados of the acutely esoteric. We have the scale model for you. This 917 recreation isn't just a masterfully accurate 1:18 scale resin rendition of the classic 917 racer. It also, we believe, captures the 917 in the long-tail spec and livery in which it was shown at the 1969 London motor show. This 917 was displayed in Gulf colours to publicise Porsche's then new partnership with John Wyer Automotive Engineering (JWAE), an outfit that was in turn sponsored by Gulf Oil. JWAE's job was to focus on the actual racing, freeing Porsche's engineers to concentrate on car development. Available as a limited production run of just 290 pieces and the work of resin model specialist BBR, you can grab this slice of history for €259.95 or £220 from www.selectionrs.com.



SO LIGHT, IT WAS LETHAL

Porsche pays lip service to lightness with its modern sports cars. But even ostensibly track-spec RS models are near enough 1500kg with some fuel onboard and a lump behind the wheel. By contrast, the 1968 909 Berspyder was a true featherweight. Tipping the scales at a ludicrous 375kg, the Bergspyder achieved its incredible lightness courtesy of an all-aluminium chassis, titanium suspension, silver loom wiring instead of copper and balsa wood ballast resistors, among numerous other details. But the killer feature, pun intended, involved the beryllium brake discs. Very light while remaining strong, the slight snag was the dust they gave off. It was highly toxic. This glorious 1:18 model of the Bergspyder has no such issues and can be had from www.selectionrs.com for €219.95 or £185.



SOUNDS GREAT

We've seen Porsche's GT3 backbox based soundbar before. That was a 200 watt, £3000 monster. This new Bluetooth speaker is rather more modest at 60 watts. Instead of an entire rear muffler, you're just getting a pair of GT3 exhaust tips. Porsche says that technical highlights include top-quality materials, including the aluminium casing, and Bluetooth 4.0 with apt-X technology for wireless audio streaming from smartphones, tablets and PCs in CD quality. It also supports True Wireless Modus, and thus can be simply connected to devices using NFC technology. Battery life is claimed to be up to 24 hours. Overall dimensions clock in at 290 by 155 by 120 millimetres and it tips the scales at 3.3kg. Available now from www.porsche.com for £500 or from your local Porsche Centre.



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THE USUAL SUSPECTS



JEREMY LAIRD
911&PW's News hound

Newshound Jeremy Laird propounds a new theory on Stuttgart's sports car plans, plots his forever Porsche and waxes proselytic on some early 986 Boxsters.

IS DOWNSIZING DOWN AND OUT?

Call me a wrinkly old fart with a planetary deathwish, but I'm losing patience with the cynical vogue for engine downsizing and the gaming of emissions targets that goes with it. Take the latest 718 Boxster and Cayman GTS. What with its puny 4.0-litre naturally aspirated flat six...wait, what? A new 400hp 4.0-litre atmospheric engine that directly replaces a 2.5-litre turbo lump? In a cooking Cayster? In 2020? Just as the UK government announces its intention to bring forward the ban on new combustion cars, Porsche itself presses on with a multi-billion euro plan to electrify its entire fleet and European car makers are looking down the barrel of big fines for busting fleet emissions targets. What the actual f is going on?

Even without the ever tightening noose of emissions regulations, the new 4.0-litre GTS would be pretty extraordinary. It wasn't that long ago a mere 10hp power bump for the then range-topping 3.4-litre lump was all Porsche dared to dabble with for the 987 Cayman R. Now all pretence of caution has been unceremoniously defenestrated and along with it any apparent concern for emissions. The 4.0-litre motor spews out the thick end of 250g/km.

Or try looking at it this way. You can now buy a non-Motorsport 718 with a 4.0-litre 400hp atmospheric engine for under £65,000, while the base 911 costs over £80,000 and has less power from its downsized 3.0-litre turbo engine. And, currently, you can only buy it with a manual gearbox. All the while the rest of the industry is fitting ever smaller turbo engines and making auto boxes compulsory. Rumour has it, for instance, Mercedes AMG is preparing to replace its signature V8 engine with, I can hardly bring myself to say it, a turbo four banger. The humanity.

However you slice it, then, the new 718 4.0 is a pretty remarkable turn of events. It does, however, fit into a certain pattern. Arguably, it all started with the 911 R. That began a process that saw the manual gearbox resurrected for the regular 911 GT3, before the 981 GT4 and Spyder came similarly equipped, as latterly did the 911 Speedster, a model that signalled Porsche's

willingness to keep very high revving atmospheric engines alive in the post-WLTP era. Somehow, Porsche seemed to be winding back the clock.

To put it all into a broader context, what the 718 4.0 very likely signals is the ever-greater bifurcation of Porsche's products. On the one hand, Porsche is pressing ahead with electrification for its big volume models. Give it five years and odds are the majority of Macan, Cayenne, Panamera et al output will be electrified, with at least plug-in hybrid capability. At the same time, Porsche will probably have begun the process of shifting its mainstream sports car to electric with a battery-powered replacement for the 718.

And on the other hand? All those plug-in cars might actually give Porsche a freer hand to produce a small number of what will seem like very extreme combustion cars. When you're making 250,000 plug-in cars, it probably doesn't matter if the remaining 50,000 or so combustion cars emit 175g/km or 250g/km. You've got some margin to play with when it comes to the overall average fleet emissions upon which the likes of EU fines are based.

Think of it as analogous to the impact of the Cayenne back in the day. Many purists were aghast at the very thought of a Porsche SUV. But it gave Porsche the financial breathing room to produce ever better resourced sports cars than before. With that in mind, Porsche's push for electrification is probably a good thing, whatever your preference.

One day, new combustion cars will probably be banned, entirely. Until then, a big shift to electrification by Porsche will provide EVs and hybrids for those who want them but at the same time create space in emissions terms to allow Porsche to crank out not just a few last combustion cars, but combustion cars with less need to heed fleet averages. And that, dear reader, is roughly what I think is going on with the 4.0-litre 718. It's a sign that, ironically, the coming of the electric Porsche will actually be good news for we combustion diehards. At least until we've finally died. Hard.



Perversely the advent of electric cars and hybrids in the Porsche range have enabled the return of the normally aspirated flat-six in the Cayman and other enthusiast models

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



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PLOTTING MY FOREVER PORSCHE

Variety, they say, is the spice of life. When it comes to Porsches, I'm not so sure. It seems more like a malaise to be resisted. Once you start chopping and changing cars, the chase becomes addictive and change for the sake of change takes over. Satisfaction rarely ensues. Contentment requires long term commitment.

That's the theory, anyway, and with all that in mind I'm attempting to decide on my forever Porsche, to settle down once and for all. I've been here before, of course, in possession of what I thought was my forever car. But events somehow conspired against it, not least my own lack of forward planning. Anyway, if I can remedy that latter failing, a permanent solution might just be possible.

Inevitably, budgetary concerns play a large part. But so do factors like longevity, not just in mechanical terms, but also when it comes to legislation and road legality. I've narrowed it down to two closely related options. Exhibit A involves a first gen 987 Cayman with a rebuilt Hartech engine,

probably to include a capacity increase to 3.9-litres. Exhibit B would entail a second gen 987 3.4 Cayman in more or less factory specification.

A marginal decision if ever there was and, on paper, you're looking at a similar budget for either option. I've seen gen 1 cars with scored engines sell for around £6000 recently. Add a full 3.9 rebuild to that and you're in gen 2 3.4 territory. The Hartech 3.9 option has the obvious advantages of performance and a fresh engine, not to mention the fun factor of having something a little different. The gen 2 car is more straightforward to achieve – just buy the car – and will also be easier to insure.

It'll be newer, too, and qualifies for Euro 5 as opposed to the Euro 4 emissions rating of the older car. That might one day be relevant when it comes to entering city centres and the like. However, I won't award the gen 2 car for being more saleable compared to a modified gen 1, which it would be, since the intention would

essentially be to never sell.

Another plus point for the earlier car is the apparent fact that it's much easier to find one with extended leather to the door cards and dash. I've been scanning the classified for about six months now and I'd say the number of gen 2 cars with extended leather might be as low as one in 30. A trivial concern you might say. I wouldn't argue. Except to say I wouldn't have one without it, anyway.

The easiest solution, and the one I may well opt for, is to allow fate to decide. Simply start shopping and go with whatever turns up first – a good gen 1 rebuild candidate or a clean gen 2. Of course, either way there will be a few tweaks required to get the thing driving just so. But even then, the overall spend would be modest compared to almost any air-cooled 911. Anyway, that's the rough plan. I invite you to watch this space and, if history serves, whatever happens it's bound to go a bit wrong...



The perfect Porsche? It's a never-ending quest, but for our man Laird it could be a 987 Cayman with a 3.9-litre engine conversion

EARLY BOXSTER BARGAINS

OK, I know. It's not exactly news that early 986 Boxsters are criminally cheap. That much you already know. But I recently stumbled upon an online post by a chap documenting a recent acquisition in the form of a couple of particularly interesting early 986s.

One of the cars is apparently the first right-hand drive Boxster to land in the UK. The other, the original UK press car, as seen in every magazine in Blighty back in the day. Normally, I'd say run don't walk when it comes to ex-press cars. I've seen how they tend to get treated. If you had, you'd probably pass, too. But at this end of the market and so many years on, if the thing drives well now, well, why not.

Now, I don't know what our man paid for these beasts. But even with a bit of a premium over your average early Boxster, we're still talking buttons in relative terms. Even the rustiest, most apologetic and unremarkable old 911s are worth much more.

Anyway, it's pleasing to see enthusiasts can still pick up Porsches with significant historical value for not a lot of money. Some will no doubt focus on the possible investment angle. And there may be mileage in that. But for a long-time fan of the 986, it's great to see some early examples finding their way to the right kind of home. They're such sweet, analogue things to drive and deserve far more appreciation than they get.

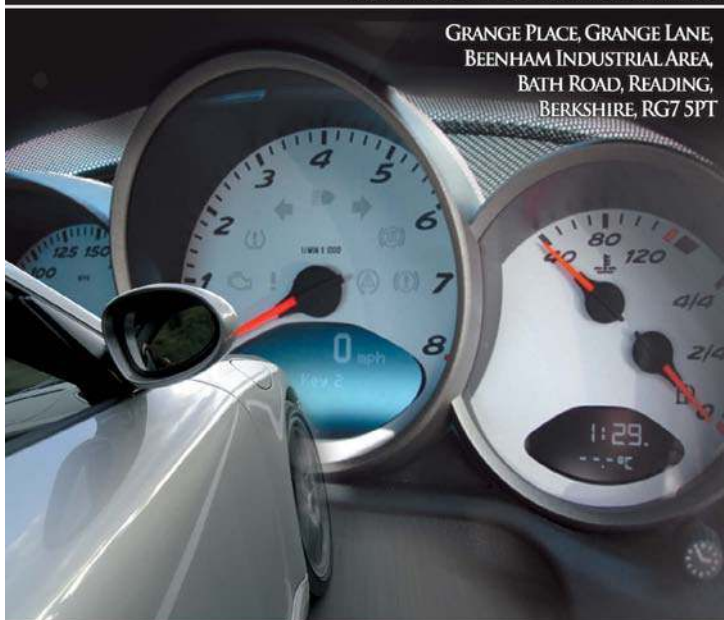


The Boxster's ubiquity makes it criminally cheap, with plenty around, including this original press car

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911 997 "2S" 3.8 (57 - 2008) Silver with black leather 59,000 miles £28,000	911 997 "4S" 3.8 tip (56 - 2006) Basalt black with black leather 70,000 miles £27,000	911 997 "2S" 3.8 (55 - 2006) Atlas grey with black leather 58,000 miles £26,000	911 997 "2S" 3.8 tip (56 - 2006) Atlas grey with black leather 72,000 miles £25,000	911 997 "2S" 3.8 tip (55 - 2005) Arctic silver with black leather 67,000 miles £25,000
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Cayman "S" 3.4 pdk (60 - 2011) Basalt black with black leather 42,000 miles £26,000	Cayman 2.9 (12 - 2012) Basalt black with black leather 47,000 miles £22,000	Macan 3.6 Turbo pdk (17 - 2017) Volcano grey with red leather 30,000 miles £48,000	Macan "S" 3.0 diesel pdk (16 - 2016) Volcano grey with black leather 40,000 miles £35,000	Cayenne Turbo 4.8 V8 tip (62 - 2013) Meteor grey with black leather 63,000 miles £30,000

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FRANKEL

Porschephile, Andrew Frankel, on Porsche's early '90s engineering projects for Mercedes and Audi, and the subsequent Mercedes 500E and Audi RS2 Avant, which both helped to keep Porsche financially buoyant in troubled times. Plus, the Porsche racer you may never have heard of, but was rated by Derek Bell as his best ever team-mate. And finally, the allure of the manual 911 and its lengthy return to action



ANDREW FRANKEL
The Porschephile

PORSCHE, BUT NOT AS WE KNOW IT

On the basis that a change is as good as a rest, this month I'm going to spend a bit of time remembering two old classic cars, neither of them Porsches. A little unconventional for a Porsche magazine I grant you, but bear with me for just a moment for both owe their existence to Porsche and, to some small extent, Porsche owes its existence to them, too.

It is well known that at the start of the 1990s Porsche was not exactly in the best of shape. Two of its products were elderly (the design of the 944 and 928 both dating from the 1970s) and the other was positively ancient. Its halcyon days of Group C racing were over, as were its championship-winning ways as an F1 engine supplier; its unsuccessful Indycar project was already coming to a close. The 959 was long out of production, its rallying successes no more than a rapidly receding memory. What's more, the latest 911, the 964 with its cleaned-up cabin and power assisted steering, was getting a somewhat mixed reception in the press.

Porsche, to be blunt, needed work. And, as serendipity would have it, just up the road in Stuttgart, Mercedes-Benz had a project in need of some expert handling. Feeling the need to respond to the BMW M5 and, some say, the famed AMG Hammer which was seen as a rival, Mercedes decided to fit its big 5-litre V8 into its mid-sized W124 chassis, better known to you and me as the E-Class. It needed someone else to do the engineering because it had its hands full at the time. It was only later realised that the widening of the track that was required meant the car would not fit on the W124 production line, so someone else would need to build it, too. And a grateful Porsche got both jobs.

It's just as well the Japanese consultants who were brought in to sort out Porsche later that decade didn't witness the process. Benz produced parts which it then shipped across town to Porsche which turned them into cars before sending them back to Mercedes to be painted. After that they turned right around and headed back to Porsche to have their powertrains fitted before, you guessed it, they were trucked back to Mercedes for their final checks and deliveries. Each car took 18 days to produce; if you want a comparator, at the

same time the Nissan factory in Sunderland could produce a Micra from scratch in less than 12 hours.

Just over 10,000 examples of the resulting Mercedes-Benz 500E (later the E500) were produced between 1991–94, and no sooner had Benz called time on that project because it had an all-new E-Class to launch, then space on the Zuffenhausen production line (which had also built the 959) was booked for a car produced by another near neighbour, this time called Audi.

Audi had for years trying to sportify its rather staid image and, for the whole of the 1980s, the Quattro and its rallying derivatives did the job exceptionally well. But that car was long gone by the mid 1990s and, besides, would only appeal to people happy with a two-door coupe. What if its spiritual successor was something entirely different? What if it was, in fact, a five door estate?

Which is not only from where the idea for the Audi RS2 Avant originated, but the entire RS sub-brand which endures in rude health to this day. And, if anything, Porsche was even more deeply involved in its engineering than it had been with the 500E. For instance, it took Audi's 2.2-litre straight five motor and tuned it until it produced 315bhp, almost 100bhp more than it had in the last of the standard Quattros and more even than that offered by the homologation special Sport Quattro. Porsche did the suspension and the brakes, too.

So which would you have? The market would absolutely say the Audi, with prices spanning the £35,000–£50,000 bracket today. Why? Because they look unfeasibly cool and are far rarer than 500Es, with fewer than 3000 being built.

But I'd have the Benz even if it wasn't, at £20,000–£30,000, close to half the price. No, you can't get it in right-hand drive, but I'll always prefer rear-wheel drive to four-wheel drive, and a vast normally aspirated V8 to a small forced induction five. And while the 500E was slower in a straight line, at least it didn't understeer everywhere like the Audi. Finally, I just love the look of the 500E: if you didn't spot the flared arches, discreet wheels and badging, you might mistake it for any other W124. In short, it is a fabulous machine and one of the most underrated high-performance saloons there is. And all thanks to Porsche.



Mercedes didn't have the time to engineer the E-Class to accept its 5-litre V8, so it gave the job to Porsche which, in the early '90s, needed the work

THE COMPLETE PACKAGE

One day I'll tell the full story of Porsche's 1983 victory at Le Mans because it is what Derek Bell ranks as perhaps his very finest race. And before you start spluttering, you're right, he didn't win it. But he and Jacky Ickx came a very close second having been dead last shortly after the start after Ickx had had to spin his 956 to avoid another car. It was an incredible comeback drive by them both. But it's the bloke who drove the winning car across the line I want to focus upon here, because it's the man Derek rates as the best team-mate he ever had. So no, it's not Ickx, nor Hans Stuck, Ronnie Peterson, Stefan Bellof or Jo Siffert, though Derek shared cars with them all. It's Al Holbert. Al who?

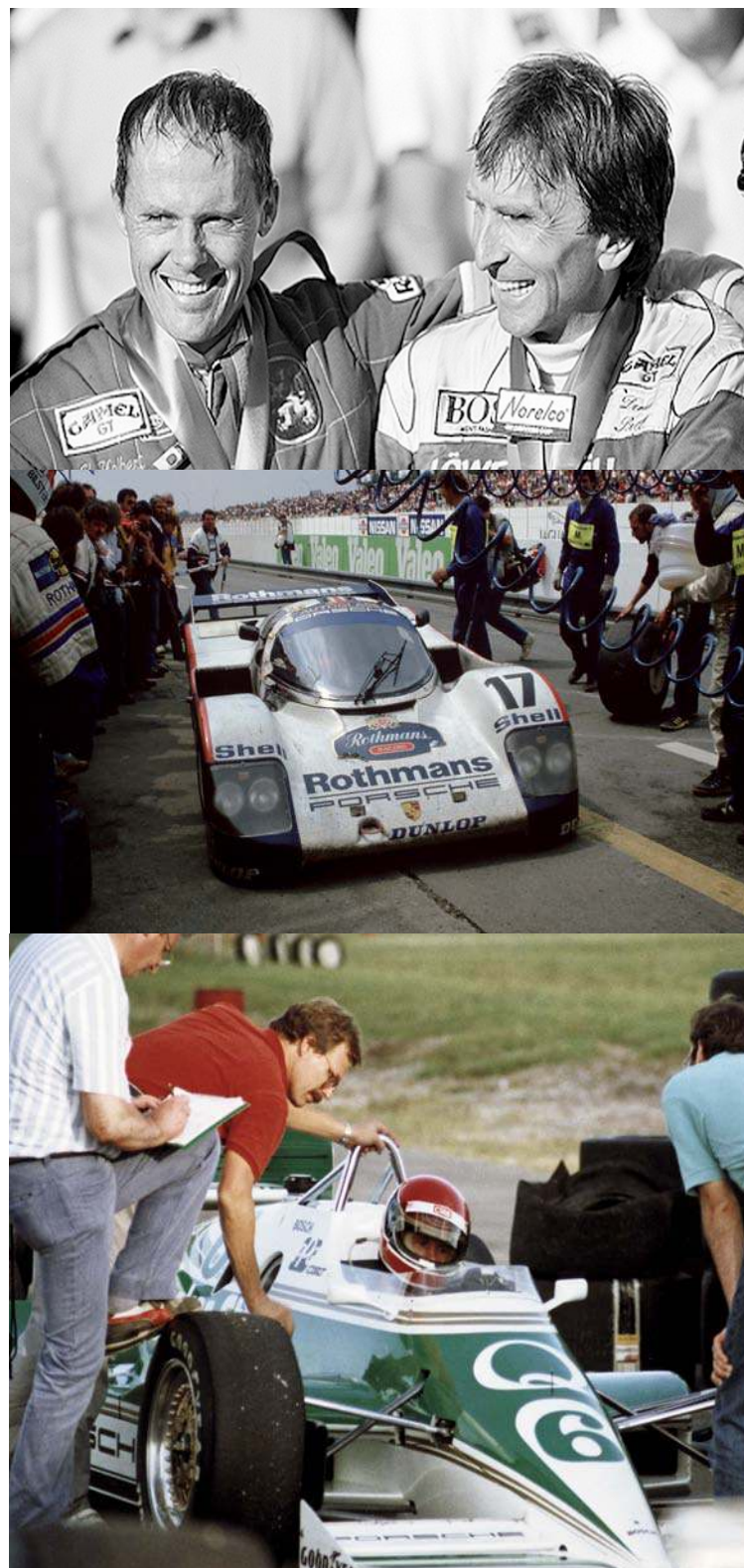
Some of you may know Holbert, others may only dimly recall the name. Plenty would be forgiven for never having heard of the quiet American despite the fact that he won Le Mans three times, Daytona and Sebring twice and bagged five IMSA championships. In addition he ran Porsche's racing operations in the US, his own race team, built race cars, fettled other people's race cars, took Porsche into Indy car racing and, at the time of his death, had designed the replacement for the 962... His death? We will come to that.

But right now join me on that last lap of Le Mans. Holbert is driving a very sick 956. It's dropping oil, the needles are off the clocks and Derek is catching fast. Al is nursing his stricken Porsche hoping the inherent strength of its engine will get it over the line. But just yards from the flag, the motor seizes solid. He gets the clutch down so the car doesn't lock up, but it's over. Or is it? Selecting first gear, Holbert simply side-steps the clutch hoping the resulting shock to the system will wrench the pistons from where they have welded to their super-heated cylinder bores. It works, the 956 staggers over the line and then stops, this time for good.

'In those conditions,' Derek told me, 'there's no-one you'd rather have had in the car. He had such a cool head on his shoulders, was so methodical in his approach to all elements of racing. And he never, ever quit.'

Holbert died in 1988 aged just 41 when apparently the door of the Piper Aerostar he was piloting blew open, making the aircraft unflyable. Derek is sure that once he had realised the situation was not salvageable, Al deliberately steered the plane away from a residential area.

'I think we won 25 races together. Not once in any one of them did Al put a single foot wrong. No, he wasn't quite the quickest of the quick, but there's so much more to winning long distance races than that. You need speed, yes, but you need also mechanical sympathy, concentration, the ability to think calmly in the heat of battle and to adapt to changing situations. He could do all of that plus, of course, make sure the car was the best it could be before the race even started. Al Holbert had the whole package; he was the real deal.'



Top: Al Holbert with Derek Bell at Daytona. Bell rated Holbert as the best team-mate he ever had. Middle: Bell and Holbert at Le Mans. Right: Holbert, with Porsche-powered Indycar project

KEEPING IT SIMPLE

I have a friend who wants to buy a new 911. Really wants to. He's a long time 911 fan and has owned both standard cars and GT3s. But right now, he's holding back. The car he wants is a stock standard Carrera with almost zero options, and I'd admire his mastery of the well proven 'less is more' approach to 911 procurement. But one option he absolutely does not want is the PDK automatic gearbox. He wants a manual. Porsche has said from the start that it will be building manual 992s, but so far at least none has come along. Indeed, if you go on the configurator, the 'standard' car comes with a PDK transmission included within its £82,793 list price.

I asked Porsche about this and so far as anyone knew the gearbox is coming, but no-one can yet say when. I hope it's soon, or if it's not soon then at least sometime. I'd hate the best new 911 of the water-cooled era to be also the first without a three-pedal option in its non-GT offering.



Porsche says the manual is coming for the 992 generation 911. Yes, but when?

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SMOKIN' TOBACCO

Toby Barlow races a 986 Boxster S in the Porsche Club Championship, and his personal Porsche is a much cherished 911SC – finished in exotic Tobacco Brown

Words: Johnny Tipler Photography: Matt Goodfellow

Race a Boxster in the Official Porsche Club Championship, and you'd think it doesn't get much better. It does for Toby Barlow, though: his road car is a 911SC. Acquired from his father who bought it new in 1979, it's Toby's pride and joy.

'Yep, my father bought it from Porsche Hamburg when he lived in Dusseldorf, and it's a distinctly period colour scheme. It's called Tobacco Metallic, and I've never seen another one like it. He didn't actually order that colour; I think it was a cancelled order, but he fell in love with it anyway. It's a left-hooker, obviously, and it's quite a rare and desirable spec, in that there's no Sport pack, no sunroof and no rear wing or front splitter, though it does have Fuchs wheels. It's completely standard; there's nothing on it that's not original, apart from two breather pipes which we changed.'

A full-time landscape artist specialising in oil paintings, Toby's father spent five years living in Germany, and brought the 911 with him when he came back to England in 1983. 'He used it every day,' says Toby, 'and it was never driven gently on the Autobahn. When we came back to the UK it was used a bit, but driving around the Norfolk lanes you need something else that's a bit higher up and four-wheel drive, so it fell into disuse, and just sat at the bottom of the garden, until '93-'94 when he handed it over to our local Porsche

specialist, Brian Daniels at Blakeney Garage. Brian did the restoration on it, which included re-bushing all the suspension, rebuilding the engine and gearbox, along with some paintwork and a few other bits and bobs, and after that it was used sparingly, clocking about 2000kms over 10 years.'

When Toby took over ownership, the odometer read 191,000km, or 118,000 miles. He has raised that by 10,000kms over the last couple of years, and it's now undergoing a bit of TLC. 'It's currently up at SMC Automotive in Chester with the guys that own my Boxster race car, as it's going to have a bit of paintwork and the kidney bowls done. It's 25 years since it was rebuilt, and, bearing in mind where we live, which is right by the sea, I think that's pretty good going. I'm conscious that it is an old car, but at the same time I do drive it properly. I don't have a lot of time for people that buy cars and don't use them: cars are for driving, watches are for wearing: what's the point in parking something up and not using it?'

Toby grew up surrounded by his father's collection of vehicles: 'At one point he had 11 cars, which is both ever so slightly frivolous but excellent if you like cars, which I did. In 1995 he bought a Grand Prix White 993 Carrera 4 from AFN Chiswick, and that car had a drilled airbox, and it sounded like Armageddon approaching, it was insane how noisy it was. We always went to Friday practice at Silverstone for the British Grand

Prix, every year from 1994 to 2002, and I remember sitting in the passenger seat of that 993 with the window open, and it was always freezing, with the seat heater on maximum, and this noise went right through you. He drove fairly quickly, and you'd got this flat-six howl and that noise is forever etched in there, even now. When I drive the Boxster racecar, it gets those juices flowing, too, and anyone that's got a Porsche will know it's that moment when it goes from a gruff reverberation to a yowl, and that's the moment where the adrenaline goes all the way up to 11! One morning, he went out in the white 993, and came back in the evening in a different car, a black 993 Turbo, and I was really pissed off because I loved that noisy 993, and this one was so quiet in comparison. The 993 Turbo does feel quite safe, even when you start to push, thanks to the four-wheel drive system, which I personally don't like; I like a car that makes me work, and that's why I've got an older 911, as it always keeps you on your toes at the limit.'

The most monumental trip he's done in the SC is to Classic Le Mans in 2018. I went that year, too, in my 986 with photographer Sarah Hall, and it was the hottest summer on record. But while we went via Plymouth to Roscoff, Toby and his pal went Dover-Calais. He recalls the journey: 'It was extremely warm, about 20 degrees at 5 o'clock in the morning, and driving the empty streets of

Toby Barlow and his 911SC, the car his father bought new in Germany in 1979. In Tobacco Brown, with a typically basic German spec, it's something of a rarity



London it was just fabulous. We were in the queue for the Shuttle, and there was all sorts of gear going to Le Mans, and suddenly we heard this raucous noise, deafeningly loud, and it was two factory Jaguar racecars: one was a baby-blue C-type, and the green one was a D-type, and they were driving both cars down to the Classic to race them. I remember thinking, "that's cool, I'll try and stay with them," and with the way the French autoroutes are policed you have to be a little bit careful, but we weren't going straight to Le Mans, we turned off and went for lunch at Honfleur, and after that we had a very entertaining two- or three-hour sprint with a Ford GT. I saw 150mph twice, and this dark blue GT driver was obviously having a whale of a time, as we were, too, passing everything, and this guy was obviously on a mission to get down there and we just tagged on behind him, mile after mile. I'd go past him, pull in, and he'd come past me, and we'd both go for it, foot to the boards, full revs, and my 911 didn't miss a beat all the way down there – and all the way back. I think it used half a litre of oil the whole way, flat out. And can you guess how many police we saw in the five hours it took us to get to

Right: Just how they like them in Germany. Subtle colour, no wings, thank you very much. The antithesis of the typical UK spec red, white or black 911SC



I saw 150mph twice, and this dark blue Ford GT driver was obviously having a whale of a time

Le Mans? Well, zero! Apparently, according to a local, they have lowered the maximum speed limit on the Routes National from 100kph to 90kph, and the French are up in arms about it, but the effect is that the police don't monitor the Autoroutes quite as keenly.'

A successful baptism in kart racing as a kid, and Van Diemen Formula Fords in his teens, gave Toby the confidence he needed to take up the challenge, and he's about to embark on his second season driving the PC Chester-sponsored 986 Boxster S in Class 2 of the Porsche Club Championship. In fact, two 986 Boxster Ss are run under the auspices of PC Chester in class 2, one for Toby and the other for PC Chester Centre Principal, Carl Hazelton. 'Andy Dickens from SMC Automotive owns my car, and the other one is owned by Porsche Chester,' Toby clarifies, 'so they run in PC livery and last season we used their technicians and their equipment, and they looked after the car. We found that that was a little bit difficult, because they were running cars in two different classes; Carl was running in the Classic Restoracing Championship at the time against 16 other PC Boxsters, so this coming year SMC Automotive are going to run my car, and PC Chester will run Carl's car. We will obviously still pool resources as I get on with Carl very well, and it's good to

And the weekend car? That will be a Boxster racer in unmistakable Martini livery



share data and compare handling. SMC's technicians are first rate, and Craig who's their workshop manager is a really good mate, too. When you're strapped in the car and you're belted in and bolted down, you want to have somebody you can trust next to you before the race to calm your nerves.'

And how did he get into Porsche Boxster racing? 'I went through a period of renovating and tuning Land Rover Defenders, and along the way I advised Andy at SMC where to buy stuff from, what worked and what didn't, and eventually SMC Overland became synonymous with modified Defender products. I went there in 2015 and

was general manager for two and a half years. Then the Porsche thing kicked off when he persuaded me to get a white 987 gen 2 Boxster S with PDK. And that's the most fun Porsche I've owned to date, and it's also the one I most regret selling.' After that, it was a short step into the Porsche Club Championship with the SMC 986 Boxster S.

'The differences between the Boxster racecars is that Class 2 run on slicks and you're allowed a limited slip diff, but the Class 3 cars that Carl ran in last year have an open diff as standard and they don't run too highly modified suspension. We can run whatever we like re-dampers as the slicks

we run demand so much more from the chassis than any road or track-day tyre as used by Carl last year in Class 3. In comparison, the loadings and the way the cars behave on the limit are quite different, and very interesting to learn about. Certainly, the operating temperature window is different: on road tyres you can go out and within three corners they are up to temperature, whereas slicks are a different ball game, and on a set of cold slicks you have no grip for the first lap or so.' With several wins and podium places in a short season last year, Toby is already gearing up for 2020. And we plan to follow his progress –

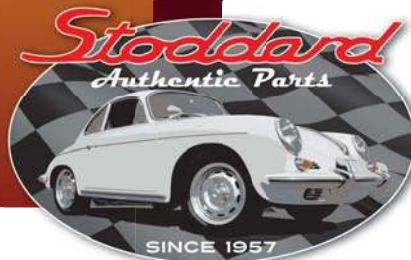
Toby, with Boxster race car, which he will be racing in Class 2 of the Porsche Club Championship in 2020

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A man of many parts, Toby also runs a Sunday morning drivers' club once a month, from April to September, called East Coast Drivers. 'We get a dozen or so sports and GT cars showing up, mostly Porsches, and we do a run around the North Norfolk Coast, which is loads of fun. Last year I used my Caterham, which is the most fun you can have in a car on the road when no-one's looking; it's an ex-racecar and I'm going to race it again this year – the plan is to do some 750 Motor Club events, all being well.'

Another string to his bow is setting up Land Rovers for optimum road performance,

which means lowered suspension, a full external cage, full geo set up and more, if his personal Defender 90 is anything to go by, this is one formidable vehicle. Think Lara Croft meets Mad Max! 'After my initial bout of racing Formula Fords, a guy who owned a company tuning Defenders needed me to drive one at an event at Bruntingthorpe in Leicestershire, with the makings of quite a feisty project, which was a track-day based, super-quick Defender – and that's an oxymoron in itself, but, God, it ended up being rapid. I got my current Defender when I was 18; I've still got it, and I'll never get rid of it. It's the most anti-social, horrible thing to

drive, but it taught me everything about driving fast, on the road anyway, because if you put into practice what you would learn in a Porsche at the limit you shouldn't be anywhere near a road. When you're in a Defender, however, you learn so much about weight transfer and being smooth when pushing on, but well within the legal limit. A lumbering Defender teaches you to carry speed through corners in the smoothest way possible, so I suppose I'm the person that learned to drive fast in a Defender. Driving a Porsche is child's play by comparison!' Smoking – though tyres, and not tobacco, in this case. **PW**

Below: Cresting Old Hall corner, at Oulton Park. Right: Media duties at Brands Hatch



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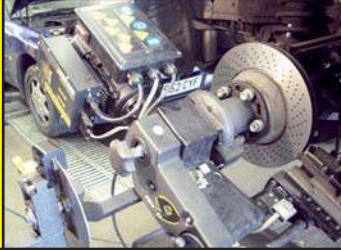
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Words: Kyle Fortune Photography: Porsche AG

EMOTIONALLY ASPIRATED

For Porsche the return of the normally aspirated flat-six to the sub-GT 718 range is an “emotional” one, which is another way of saying that the flat-fours have failed to stir anyone’s emotions... Whatever, let’s be thankful for the 400bhp, flat-six, atmo Cayman/Boxster 718 GTS

CAYMAN 718 GTS

Model tested:	Cayman 718 GTS
Engine:	4.0-litre flat-six
Transmission:	6-speed manual
Body style:	2-seat Coupe
Top speed:	182mph
0-62mph:	4.5 secs
Power:	400bhp at 7000rpm
Torque:	310lb ft at 5000-6500rpm
Weight:	1405kg



Full fun factor comes standard with return of a normally aspirated flat-six to the 718 Cayman/Boxster range

“We listen,” admits Frank-Steffen Walliser, Vice President

Product Lines 911/718, and he’s not afraid of confronting the board, repeatedly, to push ideas through.

“We’re in business,” adds Walliser, and while the 718’s sales have dipped in the traditional sports car markets of Europe and the USA, increasing sales in China have offset that. “But we remember too that our business is also emotional,” says Walliser, highlighting that the slow down in sales in those traditional markets can be attributed, in part, to Porsche’s switch of engines from flat-six naturally aspirated to turbocharged four-cylinder boxers.

It was never a case of if the 718 would be fitted with a six-cylinder engine again, then, it was when. At the launch of the range-topping GT4 and Spyder no one was prepared to admit it, publicly at least, but engineering an all-new naturally-aspirated engine for a relatively low volume model in the 718 range seemed like a huge indulgence. What’s perhaps surprising is just how quickly that engine’s been adopted elsewhere in the line-up. Emissions of 246g/km, and the taxes associated with them, means it’ll never reach China, but those other markets, who were so vociferous in their cries for a return to naturally-aspirated six-cylinder power, get it,

with the 718 GTS 4.0.

Joy is the emotion, then, unless, perhaps, you’ve not long spent a significant sum on the outgoing 718 GTS at your Porsche Centre. GT4 and Spyder owners might feel a touch aggrieved that the GTS drops ‘their’ engine into a non-GT model so quickly after its launch. Technically it’s identical, too, though as a small concession the power is pegged back to 400hp, that being a scant 20hp less than those range-topping models. There’s been some fiddling to the response at the top end, too, the GT

GT4 and Spyder offerings, won’t see them reach showrooms until the tail-end of this year, if not early into 2021. That’s not an issue from where I’m sitting, Porsche’s six-speed transmission in its mid-engined offering being one of the finest, crispest shifting manual transmissions as any old fashioned traditionalist could ask for, the slick operation of the stick through its gate matched with perfect weighting and positioning of the clutch and brake pedals to enjoy it, properly.

Specifically, I’m sat in the Cayman

“ Porsche’s six-speed offering is one of the finest manual gearboxes ”

models 4.0 revving to 8000rpm, their 420hp arriving at 7600rpm, while the GTS makes do with a 7800rpm redline, that peak 400hp output arriving at 7000rpm. Torque remains identical at 420Nm, the cumulative effect of that seeing the GTS trail the GT4 to 62mph by an infinitesimal 0.1 seconds for a time of 4.5 seconds, the top speed slightly back at 182mph.

All are manual, too, for now at least, the PDK, which will gain a ratio as well as paddles, sat in a homologation queue which, along with the similarly two-pedal

GTS, in the pitlane at Estoril, Portugal, ready for some fast laps chasing one of Porsche’s hot-shoe professional drivers in a Carrera S. The seat’s just been vacated by a colleague, who commented on exiting: “it feels just like a GT4.” Praise indeed. That’s inevitable, particularly here, when the GTS has been specified perfectly. There’s PCCB brakes, a 10mm lower optional chassis over the already 20mm drop the GTS brings, while the full bucket seats both drop my backside lower into the centre of the car, while holding onto the rest of me in an



embracing clutch that benefits not just comfort, but significantly enhances feel. Throw in the GTS's usual smattering of Alcantara, and other sporting additions – which doesn't go as far as adding door straps instead of handles as in the GT4 and Spyder (or optionally in the T) – and that comparison isn't without merit.

The engine sounds familiar on start-up, too, still stymied slightly by the creep of drive-by noise standards and those necessary particulate filters, but the six-cylinder sound is a welcome one behind you. The standard sports exhaust exits with its two pipes set wider apart from each other, leaving the button inside that activates it wearing a dual pipe symbol that's not in keeping with the visual outside.

Even rolling down the pitlane, there's real joy in the first few shifts of the GTS's manual transmission. It's beautifully precise in its movement, the weighting so nicely judged, the mechanical nature of it adding some welcome physicality to it without it being in any way obstructive. Yes, that PDK in 2021 will be easier, and, ultimately, quicker, but easy doesn't always equate to better. A manual transmission in a digital world takes on even greater significance here, as well as appeal. So too does that naturally aspirated engine, it arguably as archaic in its specification as the gearstick I'm using to enjoy it.

The similarities between the GTS and the GT4 are apparent, then, but so too are those between it and the last six-cylinder 981 GTS.

It feels like a more polished, faster version of that, which is hardly surprising given the 60hp increase in power, though with that comes a creep in weight, the GTS tipping the scales at 1480kg. That's masked on the track thanks to the engine's willing urge, its appetite for revs not denying it low rev flexibility and tractability, it forgiving any laziness with the gearstick should you want to. Not that you would, as even on the track, when rushed, the whole package works with such polish and ease that it's very quick to get into a rhythm with it.

The Cayman's chassis has always been one that's exhibited incredible poise, adjustability and agility, and in the GTS it's heightened, its faithfulness to input allowing you to take liberties with it,

The Cayman's exploitable mid-engined chassis can be happily corrupted by 400bhp for this sort of track action

In the current bizarre world of Porsche transmissions, the Cayman GTS comes in manual form only, whereas over a year down the line, a manual 992 is still a promise rather than a reality





Track hero, but we can't wait to get a Cayman GTS on some proper UK Tarmac

tightening lines with a quick lift, allowing the rear to move around under either weight transfer or simply by using the engine's ample power to loosen the purchase of the 265 section rear tyres.

It's such a biddable, playful car to drive, with nicely weighted and detailed steering, fine body and wheel control and sensational brakes. All that feels entirely correct now it's matched with an engine that's equally as indulgent and responsive, and so natural in its delivery. If there's a but it's that the engine's not as aurally rich as its 981 GTS predecessor, that one element of the make-up that's been legislated out of the possibility of re-establishing here. Elsewhere, the GTS exhibits all the qualities of the best driver's Porsches, including those wearing GT department badging, yet offering a slightly greater bandwidth.

As ever, it's spec dependent. Jumping into a car without PCCB and 14-way

electronically adjusted seats robs it of that ultimate connection, the higher seating position critical here, and enough to have me scouring the specification to check that it's not riding on a standard chassis. It isn't, that higher seat only makes it feel like it is,

GTS is, then, is that bridge between the focus of those above it and the rest of the 718 range, though arguably it's closer in its feel and precision to the T, rather than the S. Porsche has always been about subtleties, and with the GTS it's found a perfect

“ It's such a biddable, playful car to drive, with nicely detailed steering ”

by virtue of heightening your centre of mass, and not holding you so tightly.

On road, in its Boxster relation, that poise and agility remains apparent, the GTS's ability here arguably more relevant, as if circuits are your thing then the GT4 and Spyder will reward even more. What the

balance, and reason for real celebration. Get one while you can, because there's an end-of-days feel about the GTS which will inevitably see its demise sooner, rather than later. And forget the GTS badging, too, as correctly specified this feels every bit a GT4 Touring... **PW**





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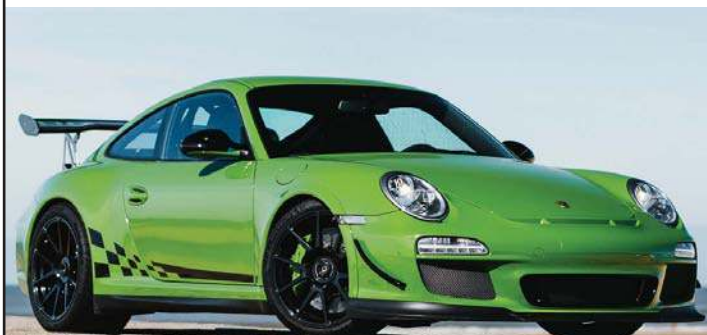
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	Center/CUP	7057 7053	7053	7068
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	Right	7044	7048	7067
	Center/Spyder	7057	7049	7060 7068
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MEET THE MODERN CLASSICS

Time marches on, and early water-cooled Porsches are classics for the new decade

Words: Johnny Tipler Photography: Simon Clay

A classic Porsche is an air-cooled 911, right? Have another go. Ah, okay, a front-engined 924 Turbo? Think again – because the air-cooled mob have now been joined by the original 986 Boxster and 996 ranges. These models, the earliest of the water-cooled cars from the late-1990s and early 2000s, are pushing a quarter-century, and as far as Porsche GB and insurance companies (including most of our advertisers) are concerned, they are assuredly classic cars now. Some take exception but, Luddites beware! It wasn't an overnight sensation: rather, it was a surreptitious acknowledgement that there had been a subtle shift of status.

How did we get here? In the late 1980s, when I was a research associate at the UEA's Motor Industry Research Unit, we gasped with astonishment at the dramatic

rise and fall of values of exalted classics like the 2.7 RS – and, of course, sundry Italian exotics, too. But, who'd have guessed that, three decades later, you'd have thought nothing of adding a zero to an RS's seemingly vast 1987 price tag. Regular 911s were pricey, but within reach: in '87, I came within an ace of acquiring a 17-year old 2.2 S from Autofarm, for the princely sum of £9-grand, but the fact I could get an Alfa Romeo 2.0 GTV, ten years younger, for a bargain-basement £2-grand, swung the balance, crazy as that seems today. As a 'thing', classic cars were a new concept at the time. Sure, there were Veteran and Vintage, but anything post-war (as in WW2) lacked a designated label. By 1985, let's say, 'classic cars' were categorised in their own segment, and the age of what constituted a classic car was defined as older than 20 years. Now, for taxation purposes, it's pegged at 15 years, with 40-year olds totally exempt. Opinions

vary in different countries about what constitutes a classic car; for instance, classics can be Old-Timers and Young-Timers in Germany, and in North America, 'antique automobiles' are referred to. Events like the Monte Carlo Rallye Historique have a cut off at 1980, so anything between 1950 and 1980 is eligible.

And let's not forget the front-engined (water-cooled) line-up produced between 1976 and 1995, that's become neatly encapsulated in the classic arena. On the other hand, Porsche's modern front-engined limos and SUVs will never gain true classic status because they're not sportscars. Well, you say, what about a 1950s Humber Super Snipe, for instance? That's hardly a sportscar, is it, yet it's a fine example of what constitutes a classic car. True enough; so, okay, maybe when we're all 'friends electric', any Porsche from the internal combustion era will be viewed as a classic by default.



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With those cut-offs, Porsches fall into line, with pre-1995 models basking in the hallowed classic sector and water-cooled cars living it large in the modern age. We've become accustomed to regarding anything air-cooled as a classic, but now, 24 years on from their birth, the 996 and 986 are fast taking on the classic mantle. Even Porsche GB have declared the Boxster to be a classic and pitched the model into the Porsche Classic Boxster Cup series, and in celebration of the marque's 70th Anniversary in 2018 they also restored ten examples of the 986 S.

Aesthetics loom large here, so let's talk about the styling. Visually, the original 911 is as revered today as it was when Buzi Porsche's styling exercise became a reality in 1963. Evolving over three decades, its successors are equally well venerated. Same

scenario for the base model 924: no one thinks any the less of it now than its 968 evolution, and ditto the 928 and the ultimate 928 GTS. So, the 986 Boxster and the gen 1 996 are in the process of transcending the aloofness that these earlier and less sophisticated versions in the line-up were susceptible to. While the 996 takes the traditional 911 shape onto a new level, the Boxster references the 550 Spyder and other iconic sports-racing cars from the 1950s and early '60s. It was designed by American Grant Larson, under the direction of Netherlands-born Harm Lagaaij, head of Porsche Design at the time, and godfather of Pinky Lai's 996. Harm readily acknowledges the Boxster's historic precedents, though its genesis was less clear-cut: 'The idea was to attract a younger customer base, as well as steer the

company in a completely new direction. Design and construction were linked to the incoming 996, featuring the same headlights and front lid, as well as similar water-cooled flat-six engines, and the midships location of that fostered the return to classical styling cues.' As we know, the 986 Boxster shared many components with the 996 Carrera, to the extent that the two cars were identical from the front panel up to the windscreen's A-pillar. Parts commonality ran to 36 per cent, making both models more economical to build, and enabled Porsche to offer the Boxster as an entry-level model. In the world of classic 911s, starter models are no less revered than top-line versions, and one day the same will be as true of the original 2.5 Boxster as a 3.2 S version.

In post (for the second time) from 1989,

It is true that from the front, the Boxster 986 and 996 model 911 could be almost interchangeable, but such economies, plus new production techniques, are what transformed Porsche in the '90s



Harm Lagaaij (right and in picture behind the clay 996 prototype) was the design director for the both the 986 Boxster and the 996 and recalls a whole new philosophy influenced by the transformative figurehead of Porsche's then boss, Wendelin Wiedeking. Design wise the Boxster drew inspiration from the '50s and the 550 and RSK RS60, but the ambition was more about building a fun Porsche two-seater sports car. The 996 was a trickier concept, building on the 911, which up until that point could trace its roots back to the 1963 original. And within the brief, was its shared platform with the Boxster. Indeed the two cars were pretty much developed simultaneously, but of course it was the 996 that came under the more intense scrutiny in terms of styling and its modernised running gear. Purists might have sniffed, but Porsche couldn't build the all new, modernised 911, fast enough and together with the Boxster it turned around Porsche's fortunes. And yes, today both are seen as classics both in terms of age and within the Porsche model range. How could they not be?



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Harm Lagaaïj outlines the styling process for the 996 and 986. ‘My life, as far as the 911 was concerned, was very much influenced by, “please Mr Lagaaïj, could you change it?” I love 911s, but I’m not nostalgic about them. I look at each of them and say, “okay, well, the next step could be this or that,” and the current 992, which my successor was responsible for, I look at it and say, “okay, I

before any drawing pen is moved. In the case of Porsche in the beginning of the ‘90s, it was completely clear that it could not continue as it was with the car line-up we had, and therefore a very interesting two-year period began, deciding what to do next, and in that period, there was a group of people comprising engineers, concept engineers, design engineers, and the sales and marketing

between Boxster 986 and 996 was a stroke of a genius, because it meant that Porsche was back; it had the potential to become a healthy company again, and the Boxster and the 996 were an incredible breakthrough in the history of Porsche. Putting those two models into production, we were making money again, so that was the turning point in the company’s history.’ If ever there was a sound basis for a classic design, that is it.

The concept of a common platform never existed in the days of the air-cooled 911, until the advent of the 930, perhaps, though the aim there was different. The design process that contrived the 996 and 986 was pragmatic, as Harm explains. ‘By coming up with the concept of two cars with commonality, one of which would be the mid-engined two-seater car, then you can start looking back in time. But when that decision was taken, in the beginning of the 1990s, we didn’t actually know that we would be going for a mid-engined car again. Then, of course, you start looking back at the form of the 550 Spyders and the RSK RS60, so there is some form language from those cars, but the Boxster is a very individual shape. It’s lovely to look at that motorsport period, but the Boxster is very much a reflection of how much fun a two-

Daddy of the 996 range and a gamechanger in terms of supercars, the 911 Turbo is still awesome today

“ The Boxster and 996 were an incredible breakthrough for Porsche ”

understand what you’ve done. Now, what’s the next step?” Nevertheless, styling a classic is not what it was fifty years ago. It’s not a simple matter of drawing some renderings and carving a clay model, as it might have been in 1963. As Harm tells it, ‘The car development process is extremely structured, and today, even more so than 10, 15, 20 years ago, it’s become extremely well organised, so it’s not just that somebody throws in an idea, it’s a huge amount of work

people who decided what could it be. the head of R&D came up with the brilliant idea of making the Boxster and the 996, based on commonality up to the windscreen, and that was an incredible breakthrough because it not only meant that we had two completely different cars in terms of their concept but also a completely different financial basis – plus the fact that Mr Wiedeking was obsessed about lowering production costs as much as possible. So, the commonality of platform

The 996 Turbo donated its revised front end to the rest of the 996 range in gen 2 form, banishing the oft criticised ‘fried egg’ headlights

PORSCHE 996 TURBO

Model tested:	Porsche 996 Turbo
Engine:	3.6-litre flat six, twin turbo
Transmission:	6-speed manual
Body style:	2+2 Coupe
Economy:	21.8mpg (combined)
Top speed:	190mph
0–62mph:	4.2secs
Power:	420bhp at 6000rpm
Torque:	413lb ft at 2700–4600rpm
Weight:	1585kg

PORSCHE 996 C4S

Model tested:	Porsche 996 C4S
Engine:	3.6-litre flat six
Transmission:	6-speed manual
Body style:	2+2 Coupe
Economy:	24.8mpg (combined)
Top speed:	174mph
0-62mph:	5.1secs
Power:	320bhp at 6800rpm
Torque:	273lb ft at 4250rpm
Weight:	1525kg



Perhaps not surprisingly, the 996 Carrera 4S is the most popular model today, combining the Turbo's widebody looks, but without the complexity

seater, mid-engined sportscar could be for Porsche again.' After careful thought, Harm conceded that his favourite Porsche that he's designed is the 997 – 'though all of them have merit in some way.'

Over the past decade or so, the term 'classic' became overworked – with all due respect to our eponymous sister magazine – but the concept of what's truly classic and what's merely ageing has settled down now. It does leave us with a slight conundrum regarding facelifted 986s and 987s. In 2003, the Boxster S façade was endowed with more subtle projections and shapely mouldings, while the 996 C2 received a new frontal aspect incorporating the Turbo's "fried-egg" headlights as well as a capacity increase from 3.4- to 3.6-litres. Of course, that renders them no less classic, in either case, while the 996's broad-beamed siblings, the C4S and Turbo are classics on steroids, rendering their

values commensurately higher. The heroic narrow-body 996 GT3 is even more fiscally rooted, whether in gen 1 or gen 2 guise.

But, what price classic status? Wouldn't we rather embrace modernity than antiquity, apart from on high days and holidays? Perhaps, but there's nothing to say that our twenty-somethings presented here couldn't be everyday drivers. Also, they are representative of the company's return to financial probity, which isn't actually that long ago in some ways. In other ways it is, and whole reservoirs of water have flown under the bridge of time. Doesn't classicism also connote bygone days, when in fact the 986 and 996 are perfectly usable daily drivers? No, ditch the mothballs; these modern classics are for motoring. Why, Classic Boxster and 996 –there's surely scope for a dedicated publication there!

Anyway, we've assembled a small cross-section of candidates in the "modern Porsche

classics" segment; three 996s, a 986 and a 987: specifically, a 996 Turbo – arguably rarefied territory in this particular marketplace – a 996 C4S, a 996 C4, a 986 Boxster S, and a 987 Boxster (on the grounds that it's affordable and a short step up from the 986 in the historical spectrum). We've borrowed the 996s from Oli Tappin at Bure Valley Classics (the clue is in the name) near North Walsham, Norfolk, the 987 from William Hewitt Porsche near Wells, Norfolk, and the 986 is mine. Fortuitously, we have the broad expanses of Coltishall's decommissioned runways to play on: home to fighter ace Douglas Bader in WW2 and a variety of interesting aeroplanes such as Mosquitoes, Spitfires and Hurricanes, subsequently the Battle of Britain Flight, and where, till 15-years ago, Lightnings and Jaguar jet fighters blasted the Tarmac, and today we can explore the varying performances of our modern classic quintet.

Trademark extended rear reflector is carried over from the 993 C4S and continues as a styling cue through the 997, 991 and current 992





And what stands out is that, in practice they're not that different in terms of achievable performance on the airfield's broad perimeter runways. Granted, the Turbo is way swifter when giving it the gun, but the 2.7-litre 987 has it covered on the curves. The 3.6-litre C4S delivers a gutsy performance and ably

classic Boxster, benefiting from improved build quality and cockpit ergonomics. However, with throttle wide open, the 3.2-litre 986 S in flat-out hero mode is my fave around the perimeter runway curves.

Let's look at values. As those of us of a pauper persuasion know only too well, the air-

C4S harden, especially for good, well-looked-after examples. In some people's book, they are the best model in the 996 line-up. They're generally around £10-grand cheaper than the 996 Turbo, though they have the Turbo look, but they don't have the complications of the turbochargers.' As an habitu  of the Pistonheads and Auto Trader websites, not to mention those of the usual suspects who advertise their wares in these very back pages, I'm abreast of current market prices of 996s and 986s, and as their classic status consolidates, so the prospects of their values escalate. And indeed, how best to capitalise on this probability, if you care enough. Granted, the air-cooled models were manufactured in smaller volumes than their water-cooled successors, but there were less people around then. Here's how quantities stack up. Between 1996 and 2004, Boxster 986 production totalled 164,874 cars, along with 175,262 units of the 996. Compare that with, say, the 3.2 Carrera, which totalled 76,473 units of all kinds, or the 964, of which

Our own JT's Boxster 986 S isn't strictly speaking standard, but you can't argue with the Fuchs aesthetic

“ The air-cooled sector has flown and water-cooled will follow ”

covers the aesthetic bases, while the 3.4-litre gen 1 C4 with its short-shift linkage is admirably sprightly and lacks for nothing in the get-up-and-go; and its compact dimensions make it slightly nimbler than its Turbo-chassis'd siblings. Danny O'Brien's black 987? Ticking the boxes in looks and performance, it's the next iteration of the

cooled sector has flown and, logically, early water-cooled models will inevitably follow suit – though not to similarly sky-high levels due to volumes manufactured. Even so, well-cared-for, low mileage cars will command a premium, as ever. Depreciation days are over, residuals stabilising. As Bure Valley's Oli Tappin says, 'We're seeing values of the 996

Boxster chassis is a work of mid-engined genius for not a lot of money

PORSCHE BOXSTER 986

Model tested:	Porsche Boxster 986 S
Engine:	3.2-litre flat six
Transmission:	6-speed manual
Body style:	2 seat sports
Economy:	29.1mpg (combined)
Top speed:	154mph
0-62mph:	6.4secs
Power:	228bhp at 6300rpm
Torque:	192lb ft at 4700rpm
Weight:	1330kg





How do you redesign an icon like the 911? Looking at it now in its most basic, narrow bodied form, you have to say Lagaaij and team did a good job

there were just 63,762, built over four years. A hundred thousand cars? Not such a vast difference, then.

Although the basic 911 shape endures to this day, styling cues have changed subtly over time, manifest, as far as our story is concerned, in the shift of the subtle curvature of the 996 and 986 nosecone swellings from gen 1 to gen 2, and into the blatant, gaping intake maws of the 996 Turbo, C4S and Anniversary, a look carried over into the basic 987 Boxster and 997. Oli Tappin has this take on 996s: 'The 996 is 20 years old, and that makes it a classic car,' he affirms. 'The 996 will always split opinions, though; people will comment that the 996 isn't a real 911, simply because they don't like the headlights! I counter that by saying, just get in a 996 and drive it, and you'll quickly discover it is a real 911. The gen 1 996 C4 like the one we've got today is an ideal affordable way into Porsche ownership, and in real-world performance

terms it's a modern 911. And we're now starting to see values coming around because they're good, usable classics.' As for my own pride and joy (for the moment), Oli has this to say: 'The 986 Boxster is fantastic value for money, given the performance and handling, and brilliant for weekend motoring or

in the price banding. A 3.6-litre gen 1 997 C2 is less money than a 996 C4S, while a 2.7-litre 987 like the one we're featuring here – and indeed, the 3.2-litre 987 – can be cheaper than a low-miles 986 S, especially if it's a 50th Anniversary 550 Spyder special edition. And although arguably better made, with a touch

“ The basic 911 shape endures, but styling cues have changed ”

The 996 sold in huge numbers, compared to any previous 911. A double-edged sword for many reasons, but it means supply is strong and prices are keen

holidaying in the summer.'

The 'modern classic' waters are muddled by the 997 and 987, manufactured between 2006 and 2009. Ten years old now, they're almost as affordable as their immediate predecessors, and indeed there are overlaps

more sophistication, the 997 and 987 lack the raw appeal of the first of the water-cooled sports models. Porsche racer Toby Barlow who campaigns the PC Chester 986 Boxster in the PCGB Classic Boxster series, reckons the 986 is better balanced than the slightly

PORSCHE 996 C4

Model tested:	Porsche 996 C4
Engine:	3.4-litre flat six
Transmission:	6-speed manual
Body style:	2+2 Coupe
Economy:	23.5mpg (combined)
Top speed:	174mph
0-62mph:	5.2secs
Power:	300bhp at 6800rpm
Torque:	258lb ft at 4600rpm
Weight:	1420kg





stiffer 987. Suits me.

Though, where does that leave me as far as Boxster retention is concerned? Driven on our photoshoot by my friend Rachel, and viewed as objectively as possible, the 986 S is really eye-catching and certainly holds its own in rather more exalted company of Turbo and suchlike, both in the looks,

cloud, they say, and the demise of my canine companion Percy might, inadvertently, prompt a return to the 996 fold; he disliked riding in the Boxster, and in an extraordinary volte face, Mrs T has suggested that the ergonomics of a coupé would be a better environment for transporting his successor. Surely the rear

an interesting proposition in this company,' says Oli, 'because it's priced between £13- and £16-grand, and that makes it an obvious alternative to an early 996, and for that you get a more modern car with better build quality – but a lot of people still want to own a 911. If you must have traditional 911 headlights, you need to pitch into the next level up with a 997, and of course that's a different financial level.'

Sure, the 986 and 996 have modern manners and running gear, but they are... well, if not entering their dotage, at least some way down the road now. Current production methods and quality standards mean they aren't so prone to the maladies and foibles manifest in old bangers – sorry, classic cars; they are usable, everyday drivers, too. As for values, it'll be low miles and special editions in particular that make the grade as prized classics. But, for now, I'm going to be enjoying mine, whether it's considered ancient or modern. **PW**

Early 987 Boxsters now on the cusp of classic status. This rather purist spec 2.7 manual, on 17s, will earn enthusiast respect

“ It'll be low miles and special editions that make prized classics ”

sound delivery and handling department. Its period looks are enhanced by its Group4 Fuchs replica wheels and its Scratch 'n' Peel classic Etna Blue spray wrap hue, with Cargraphic silencer and Porscheshop's EuroCupGT GT pipes and manifolds. Every

shelf of a Cayman is crying out for such an occupant! What's that? You want an historical precedent for a Cayman as a classic design? I give you the 550 Coupés that ran at Le Mans 1953 and La Carrera Panamericana 1954. 'The Cayman 987 is

PORSCHE BOXSTER 987

Model tested:	Porsche Boxster 987
Engine:	2.7-litre flat six
Transmission:	6-speed manual
Body style:	2 seat sports
Economy:	29.4mpg (combined)
Top speed:	155mph
0-62mph:	6.2 secs
Power:	240bhp at 6300rpm
Torque:	199lb ft at 4700rpm
Weight:	1295kg



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Words: Keith Seume Photos: Andy Tipping

TWISTED SISTERS

It's hard to believe, but two decades have passed since the launch of Porsche's 996 GT3, seen by many as the best of the original water-cooled 911s. On a cold, damp and decidedly unwelcoming Dartmoor, we take a ride in a low mileage factory-standard second generation example and then wrestle with its evil twin: a Cup-engined road racer that's guaranteed to put hairs on anyone's chest...



So, come on then, what is a GT? We know the letters are short for Grand Touring, but what does the moniker really mean? In times past, the term was used to describe a performance car which could travel vast distances with ease, taking you on your very own Grand Tour. It was a term oft used to describe cars such as Aston Martins, maybe even Bristols, or to take a step further back in time, Facel Vegas and Bentley Continentals. GTs were cars to waft you along in an air of luxury as you sped to your holiday retreat in the south of France.

Ford were among the first to water down the GT label, with cars like the Cortina GT being as far removed from the aforementioned luxu-barges as it was possible to imagine. It was little more than a poor man's Lotus Cortina – or a souped-up family saloon – and it wasn't long before the GT badge meant very little indeed outside the racing world, where Ford's own GT40 helped to reinforce the 'Grand' element, even if the

'Touring' had fallen by the wayside.

The two magical letters returned to Porsche's lexicon in 1996 after a period of absence with the arrival of the mighty GT1 and the 993-based GT2. In this instance, there was no chance anyone was talking of a long-distance tourer – more a pair of cars aimed squarely at winning the GT championship. The heavyweight 993-based GT2 proved uncompetitive against the series-leading McLaren F1, with its advanced carbon-fibre chassis. McLaren's crushing victory in the 1995 Le Mans left Porsche's race department in no doubt that an all-new high-tech machine was needed, a decision which led to the development of the slippery – and ultimately successful – GT1.

In typical Porsche manner, one car and one championship wasn't enough: Weissach's wizards wanted to make their presence felt in all levels of GT racing, meaning that there would need to be all-new 911-based GT2s and GT3s alongside the GT1. The GT2 was to be a turbocharged

machine, the GT1-derived engine of which would form the basis of that of the road-going 996 Turbo. The GT3, though, would be normally-aspirated but with its engine still based on that of the GT1, meaning dry-sump oiling at a time when the mainstream 911 models had reverted to wet-sump lubrication with the advent of water-cooling.

Work on race-ready GT3 Cup cars began in February 1997 when Porsche decided to continue its promotion of the Supercup series. These new models were, in their simplest form, stripped and race-prepped 996s, with lightweight body panels helping to reduce overall weight by a little short of 15 per cent, to just over 2500lbs. There was a welded-in roll cage, and what became a trademark body kit, with adjustable rear spoiler, side skirts and a restyled nose to both allow for a third centrally-mounted radiator and to improve the aerodynamics.

Producing 360bhp and 265lb ft of torque, the former at 7250rpm, the latter at 6000rpm, the GT3 Cup's water-cooled six was hooked





up to a transmission carried over from the 993-based GT2, itself derived from the old G50 unit. The engine featured a revised version of the earlier chain-driven Vario-Cam technology, now based around hydraulic valves controlling the inlet valve timing. Revised inlet and exhaust systems allowed the GT3 to breathe more easily.

But the effort that went into developing the GT3 Cup wasn't going to be restricted to a low-volume Supercup car (of which just 30 were built in 1997), for Jürgen Barth and colleague Hartmut Kristen had their eyes on the GT3 as a customer race car – and that would mean building a series of them for homologation purposes.

Time would be of the essence, though, as production space at Weissach was limited ahead of production of the new 911 Turbo, due to be launched in the first half of 2000. The go-ahead was given for a run of 1350 GT3s, the first of which was shown at the

Geneva motor show in March 1999. Unsurprisingly, customer interest far outstripped availability...

The production GT3 was externally little different to the Cup version, other than the wheels – 18in-diameter rims measuring 8in and 10in in width, front and rear – and the suspension settings, which meant the car didn't sit quite as low. Front and rear anti-roll bars were still adjustable, while the suspension was stiffer, with heavier springs and gas-pressurised dampers, than that of the regular 996.

As if to prove this was a real driver's car, Porsche chose not to install the much-vaunted PASM (Porsche Active Suspension Management), or rear seats, but the brakes remained the same, with four-pot calipers, front and rear. A limited-slip differential was supplied as standard, set at 60/40 (over-run/traction).

Porsche offered both road and Clubsport

versions of the GT3 for the same price. The Clubsport differed in having a single-mass flywheel (the 'road' version had a more driver-friendly dual-mass unit) which made the car easy to stall if the revs weren't kept up when moving away from rest. Other differences included deleted side airbags, sports seats trimmed in non-flammable material, full harnesses and/or red seat belts. Both road and CS versions could be ordered with or without radio and air-conditioning with no difference in price.

Perhaps a little surprisingly, considering its sporting pretensions, the GT3 weighed more than the regular 996, largely due to changes made to the bodyshell to increase torsional stiffness and the heavier 'Mezger' engine. However, this did nothing to dampen the GT3's performance: with a top speed of 188mph, it was the fastest normally-aspirated 911 by far.

In 2004, in line with changes made to the

Subtle differences between gen 1 and gen 2 styling are primarily evident in the redesigned rear wing and side skirts

They may be siblings but the older sister is definitely the *bête noir* of the family, with more than 80bhp extra...



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COBALT BLUE 996 GT3

Model tested:	996 GT3 gen 2
Engine:	3.6-litre flat six
Transmission:	6-spd manual
Body style:	2+2 Coupe
Economy:	21.7mpg (combined)
Top speed:	190mph
0-62mph:	4.6secs
Power:	380bhp
Torque:	285lb ft from 2000rpm



rest of the 996 range, Porsche released the second generation GT3, which became widely referred to as the 996.2 GT3. To the casual observer, there were few differences, the most noticeable of which were the redesigned headlights (no more fried eggs...) and a switch to using the bodysheet of the Carrera 4. Under the skin, though, there were six-pot brake calipers used at the front (with

this is not just any old GT3 – it's the blue car's twisted sister... Two more different examples you couldn't wish to find.

The Cobalt Blue gen 2 – a special order hue and one which shows off the 996's lines to perfection – is a wonderful example of the breed. It's covered less than 20,000 miles from new and was first registered in Dubai in August 2004. It changed hands the following

exciting – but let's face it, exciting is the last thing you want if it relates to a long list of repairs in a service book... It was also ordered with a few choice options, in addition to that stunning colour. The original owner chose to tick the boxes for electronic air-con, a centre console, 'aluminium look' appearance package, headlight package (which includes washers), sports seats with Porsche logo headrests, aluminium-look gauges and floor mats.

For all its available performance, a GT3 of either generation is a remarkably docile beast – until you choose to explore its limits. Firing up from cold is a similar experience to that of any regular 996, other than the deeper rumble from the rear. The clutch is noticeably heavier, the transmission more 'robust' in feel – and noisier – but overall there's little to suggest this is a race-bred 911 capable of not too far short of 200mph, without the aid of turbos.

While you might be tempted to rag the living daylights out of a GT3 (it invites you to press on harder), to do so on the street would be tempting fate at a massive level. Save that for the next track day. It's faster than the previous generation 993 Turbo and, to be honest, not that far short of the contemporary

Cobalt Blue – a special order colour – is one of the most striking hues, showing off the GT3's lines splendidly

“The GT3 is a remarkably docile beast – until you explore its limits...”

PCCB ceramic discs as an option), and the power output was boosted to 380bhp and 285lb ft of torque, allowing the latest GT3 to top 190mph. Which brings us to our day out on Dartmoor...

So, what we have before us here are two Porsches sharing the common bond of GT3 status. In the blue corner we have a wonderfully preserved, low mileage 996.2 GT3, while in the red(-ish) corner we have its older sibling, a first generation 996 GT3. But

January, still remaining in Dubai, and then made its way to the UK, where it was first registered in January 2016. Since then it's had just one other owner, who acquired it in May 2017.

Throughout its life it's clearly been pampered, with a comprehensive service history which shows up nothing more serious than the renewal of the the bonnet struts, driver's side door sill plate and a pair of front suspension air deflectors. That's it. Not very

Let's face it, the engine bay of any modern Porsche looks underwhelming – plastic and pipework everywhere. But don't let looks deceive you: the GT3 engine puts out 380bhp. And there's a useful amount of luggage space up front





Gen 2 GT3 interior is a wonderful place to be, with figure-hugging seats but full trim, except for rear seat delete; stock brakes with six-pot front calipers are more than enough for road use

996 Turbo – but it's the torque which really makes the GT3 feel special.

As far as handling and brakes go, there's no denying the GT3 is pretty special – it's firm but not jiggly over rough surfaces, and the six-pot brakes on the gen 2 version bestow confidence in spades. To be honest, there would have been little to be gained from ordering the PCCB option unless you were deadly serious about hitting the track.

Overall, the stock GT3 remains a remarkable package that represents everything that's great about Porsche's customer race department. This is a car which, in its day, formed the basis of a highly successful attack on the GT championship. And to think it could be sitting on your driveway ready to drive to work on a Monday.

But then we have the equally attention-grabbing example sitting alongside it on a windswept Devon hillside. If you thought Cobalt Blue looked special, then how about Zanzibar Red? It's most certainly one of the more unusual hues and has a touch of Marmite about it: that is, you either love it or hate it. In this instance, we are in the former camp, for this is no car for the shrinking violet. This is a car with the soul of the devil.

Looking through the comprehensive (and eye-wateringly expensive) history file, it's very obvious that from day one this was destined not to be 'just another' GT3. In an earlier life, the car had been the subject of an extensive rebuild in the quest to create what promised to be the ultimate road-going GT3. The transformation began back in 2005 when the Zanzibar Red machine was the subject of a Manthey K400 engine conversion, which boosted power to 400bhp. This was accomplished by a change in exhaust, a new carbon intake system and an ECU remap.

Now by most people's standards, 400bhp would be pretty adequate but the then owner was clearly in the 'enough is good, more is better' camp and three years later, after some more work had been carried out by Fearnsport in Silverstone in the interim, the GT3 headed back in the direction of Manthey where over €26,000 was spent on yet another upgrade – this time to Manthey's M440 spec. That yielded 440bhp and featured an increase in capacity to 3.9-litres.

That surely must have been enough, right? Wrong! Soon after, the engine was rebuilt yet again, this time with a 4.0-litre crank from the 997, Capricorn rods and Cup-spec RSR

heads, liners and pistons. Custom-made throttle bodies, a Motec M600 engine management system and a £10,000 titanium and Inconel exhaust system added up to 489bhp at 8800rpm.

Not surprisingly, plenty of attention was turned to the suspension, with a fully adjustable JRZ damper set-up installed, along with a host of goodies from the Elephant Racing product line. The total bill at the time for the suspension upgrades came to over £12,000... Added to this was a brake upgrade featuring 362mm Alcon floating discs and gen 2 six-pot calipers at the front, and 350mm Alcon discs at the rear, with spaced-out stock calipers

But there was more to come. The shell was stiffened by the addition of a 996 Cup-spec roll-cage, which is tied into the A and B posts, meaning that getting in and out of the car is not quite as quick and easy as it might be, but it's a small price to pay for the added security and rigidity.

A change of ownership saw the car undergo a steady period of revision, some planned, some a consequence of past mods not proving to be quite as well executed as expected. The braking system was upgraded

Rear bumper with shorter space for number plate is a throwback to a past life in Dubai. Look at the way that colour glows, even on a murky February afternoon...



ZANZIBAR RED 996 GT3

Model tested:	996 GT3 gen 1
Engine:	3.6-litre flat six Cup
Transmission:	6-spd manual Cup/RSR
Body style:	2+2 Coupé
Economy:	Who really cares?
Top speed:	190+mph
0-62mph:	4.5secs (est)
Power:	465bhp
Torque:	N/A



yet again, this time with 365mm AP Racing discs, usually destined for use on an Audi RS4, which were around the same weight as the previous Alcons thus significantly lighter than the stock 350mm discs.

Although first impressions were good, the JRZ suspension – and track-oriented geometry – proved to be less than ideal for extended road use, and the decision was taken to change the whole set-up. As it turned out, there was a massive improvement in feel once the new Ohlins suspension package had been fitted. With damper settings optimised to suit the car and the owner's preferred driving style, the result is as close as you can get to a full-on race car experience without the obligatory bone-jarring ride.

But the engine proved to be the biggest headache. The mighty 440bhp 'six' was clearly not at its best – the owner recalled his first experience as a passenger which had left him breathless at the savage power delivery. Somehow it no longer felt as potent as it once clearly had been. Checks carried

out by Fearnsport confirmed that all was not well, with blocked cats, badly worn cam lobes and evidence of overheating. It was obvious that, at the very least, a full rebuild was in order. But there was an alternative...

And that came in the form of a call to Porsche Motorsport in Germany, where it turned out that a 2009 997 Cup engine, with just six hours' running time since a full rebuild, was available for the bargain sum of a little over €21,500. This 3.6-litre unit had been dyno'd at 420bhp at the factory, although as we shall see, there was plenty more to come.

The installation included reverting to the original factory ECU (which had been retained alongside the Motec unit to operate such things as door locks and immobiliser) which proved perfectly suited to running the Cup engine's management requirements. The bespoke BTB titanium/Inconel exhaust system was retained, but the new engine now breathed through a 997 4.0 RS inlet manifold. A regular throttle cable also replaced the usual 997 'fly by wire' throttle

actuation. The previous 996 Cup air filter and Manthey carbon-fibre air ducting was replaced by a 997 Cup filter and housing, also from Porsche Motorsport.

Although the installation went to plan, and the engine fired up without drama, it still required mapping, and for that task the services of Wayne Schofield of Chip Wizards were called for. Although there had been some concern about whether the two resonance flaps in the inlet manifold could be made to function with the stock ECU, Wayne was of the opinion that it wasn't a problem and, indeed, was a necessity. Initial dyno runs proved this to be the case and, following an extended mapping session, the outcome was an extremely impressive 465bhp from the 3.6-litre engine.

But what of the longterm reliability of such an engine? After all, it's designed for racing. And thereby lies the rub: in its simplest terms, it is essentially a regular 997 GT3 engine with high-lift cams, larger ports and inlet manifold, no VarioCam system and a bespoke exhaust system. It's not an ultra-high compression

Cooling slots in front bumper panel assist airflow through central radiator. Even today, the GT3 body kit looks good – it's a timeless design

Porsche Motorsport 3.6-litre Cup engine now produces 465bhp after mapping at the hands of Wayne Schofield. Front luggage bay displays Cup-spec PAS system





Interior is a cross between road and race car, with full trim but lightweight Recaros, Schroth harnesses and a Cup-spec roll-cage, which is tied into the bodyshell at the A- and B-pillars; split-rim BBS wheels are shod with Michelin Pilot Sport Cup tyres

'screamer' requiring a rebuild after each race, but an engine intended to live at higher than normal rpm, so the use it's going to see on the road or occasional track day is nothing compared to what it's capable of. With regular service attention, there's absolutely no reason why it won't last equally as long as any regular GT3 engine.

Firing the beast from cold is no problem. It'll even idle for you, with the Cup/RSR-spec

the lightweight flywheel means the engine zings up the rev scale with ease.

OK, let's try again. Bring the rpm up and feed out the clutch as normal. Stalled again. OK, I've got this – the sintered clutch feels like it wants to be either in or out, and takes a degree of finesse to achieve a smooth getaway. Once on the move, the rifle-bolt action of the gear lever suggests the mods carried out to the Cup-spec drivetrain were

The gearbox became a delight to use as the oil reached temperature, the engine...well, what can I say? It was nothing short of a sensation from the off.

Once oil and water had reached operating temperature, it was time to explore the upper reaches of the rpm range. In modern text-speak, the expression would be OMG! Damn this thing's fast – as the tach needle rocketed round the scale, the world around became a blur like a scene out of Star Wars. 6000rpm, 7000rpm, 7500rpm – and breathe. This was getting silly on a public road. Although the engine could safely scoot round to something over 8000rpm, you'd be crazy to push it that far on the open road. Save it for the track – if you dare.

The sound is intoxicating, the adrenalin rush second only to that I've experienced in a 2000bhp Pro Mod drag car. This Zanzibar Red GT3 is quite probably the ultimate road-legal incarnation of the model. Its final specification has only been achieved at huge expense and many, many man hours, but all the effort was clearly worth it. It's not a car for the faint of heart, nor a car to use on the school run. But it will surely put a smile on your face – and hairs on your chest... **PW**

“ It will surely put a smile on your face – and hairs on your chest ”

gearbox chattering away behind your left ear. Foot on the heavy clutch and the chattering disappears, just like in the days of the old 915 transmission. The gear lever feels positive in action and engages first with a slight crunch before the gearbox oil gets up to temperature. Move away and...I stall. Damn. I'd been warned to keep the revs up but it felt a little embarrassing doing so as

definitely aimed at race track use. Positive doesn't even begin to describe it.

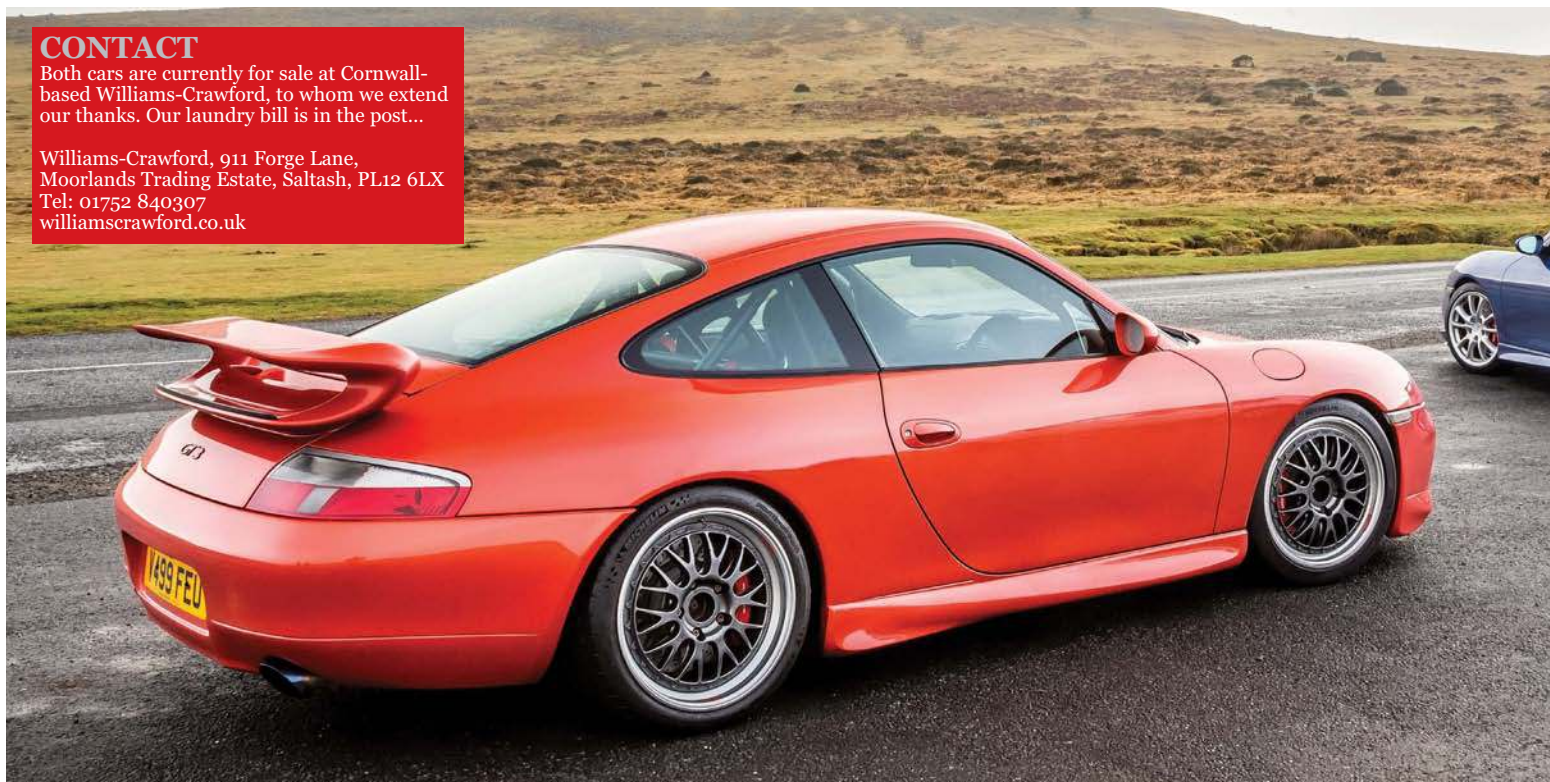
To begin with, I have to admit I thought the car too uncompromising: firm suspension, noisy transmission and a heavy switch-like clutch. But then, as the miles ticked by, things began to change. The suspension felt suddenly far less 'severe', presumably as the dampers began to warm up – the tyres, too.

There's little to give the game away that driving the Zanzibar Red GT3 offers as close to a full race car experience as you'll find on the street...

CONTACT

Both cars are currently for sale at Cornwall-based Williams-Crawford, to whom we extend our thanks. Our laundry bill is in the post...

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AUTO PILOT

The Carrera Cup is an unlikely arena to promote the virtues of automatic transmission, yet in 1990 Porsche built a 964 Tiptronic racing car – and got star wheelman Walter Röhrl to race it at the Nordschleife

Words: Johnny Tipler Photography: Antony Fraser





Hartwig gives me a nudge and indicates the speedo: it reads 260kph. I've been too busy gawping at the scenery flashing towards me to pay attention to our actual velocity, but here we are, on the backroads of northern Germany, hitting 150mph. Mollified by his circuit training, plus the full cage surrounding me, I've been relaxed enough to appreciate the 964's pin-sharp handling, its auto shift and racecar rawness. But our pace has inexorably quickened, and this is now something else. My eyes widen and my jaw drops. If ever a demonstration of a car's prowess grabs the attention, this is it: powering down short, two-lane straights, revs soaring to 7000rpm as the screaming flat-six seamlessly traverses the top three gears, barely lifting for the turns as we catapult from one tree-lined corner to another. Phoah!

It started innocuously enough. A week before, at PCGB's annual porker fest, snapper Fraser and I were hailed by 964 RS stalwart Des Sturdee, who introduced us to Hartwig Rietz. 'Did you know Porsche made a Tiptronic racer for the Carrera Cup?' asked Des. Er, no. 'Well, they did, and Hartwig owns it!' I felt a feature coming on. Weissach built 50 cars for the inaugural series in 1990, and fitted one with the brand new Tiptronic semi-auto transmission – chassis 50, the very last. It did just a single race, round 7 of the

opening championship, 16th June 1990 on the combined Nürburgring F1 and Nordschleife circuits, piloted by none other than top tester Walter Röhl. Wearing race number 45, Walter started from 6th on the grid. In spite of the obvious differences in drivability of the four-speed semi-auto over a manual car, he still finished 21st out of 30 starters. 'Walter just brought it home in the middle of the pack, with the disadvantage of the 4-speed 'box and its wide-spread of gear ratios,' commented Hartwig. Walter was diplomacy personified. His official verdict on the auto: 'it is good, it is easy, I cannot over-rev the engine; this is the future of road cars, given the intensification of traffic; it's the future of gearbox technology.' Off the record, he revealed its shortcomings. 'It is very hard for me, because I have only four gears, actually just three useable as the first one is too short. I can manage to compensate on a circuit like the Nordschleife, but I was 7 seconds slower than the best Carrera Cup lap time. During practice I was alone so I could carry the speed into corners, but in the race the other cars slowed me down, so after the corners I had no momentum, because with one gear less, the jump in engine revs was too big.' In a manual Cup car he might conceivably have been 7 seconds ahead of the rest. Fastest lap was 9m 43s, and Walter did a 9m 51sec. It took his legendary talents to compensate for the, er, relaxed nature of the Tiptronic 'box, and that



on a circuit he knew backwards.

You might think, why bother – but there was a point to be made. Racing cars with automatic transmission are rare: the Chaparral sports prototypes of the mid-'60s ran semi-auto gearboxes, and Daf's Variomatic system was an oddball in their little tin-top 33s and Formula 3s in the '60s, too. Some pro-dragsters are similarly equipped today. But Porsche had a precedent of their own to tilt at: in 1967 Vic Elford, partnered by Hans Herrmann and Jochen Neerpasch, won the punishing Marathon de la Route on the Nürburgring in a 2.0-litre 911R – fitted with Sportomatic transmission. Imagine pounding around the Nordschleife for 84-hours; an automatic shift was a bonus in a race so gruelling that just 13 out of 43 starters made it to the chequered flag. As Vic confirms, 'it was done to prove that Sportomatic worked big time, and that could then be used as a marketing tool. All three of us loved it. We were doing 7½-hour shifts...at least I was, driving the four consecutive 7½ hour nights, while the other two, in their own words, "did

the rest"! Sportomatic made life very easy compared to using a clutch pedal so there were no glitches, and it performed beautifully. To my knowledge, that was the only time it was ever used by the factory in competition.'

Twenty-five years later Porsche needed to establish that the ZF-made Tiptronic 'box could also do the business at the sharp end: their goal was to promote their incoming Tiptronic technology, and where better than the Carrera Cup?

It was a one off. Though entered for another round at the Norisring street-stadium circuit, Porsche didn't race the car again. Point proven, though Walter was sceptical: 'the race was only four laps long, so it was not tiring, so the automatic box was no advantage. After the race I told the engineers, "with one gear less than the manual gearbox it is pointless." It needed another ratio to be effective, then, but that was as far as the project went. After a few more Weissach test miles, Hartwig was able to buy it ex-factory. 'You're welcome to come over and see it,' he told us. So, without further ado, we shipped

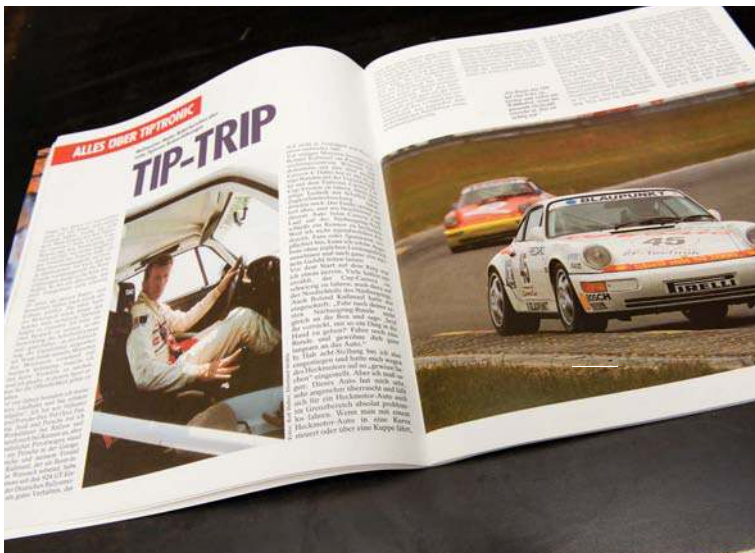
the Frasermobile aboard Stena Line's palatial leviathan Britannica at Harwich, and made the 200-mile run from Hook-of-Holland to Hartwig's rural Bielefeld home in four hours. Don't you just love those unrestricted Autobahns?

As I've already implied, Hartwig is not your average driver. And neither is the 964 Tiptronic racer an average Carrera Cup car. Paraplegic from a motorcycle accident in 1989, Hartwig had its controls modified from the outset to suit his physical needs. Hence the second, smaller diameter wheel atop the nifty Carrera Cup steering wheel. That leather-bound ring is his hand throttle, directly linked to the accelerator pedal. He applies the brakes by a lever that protrudes – rather like a column change – from below the steering column. This strut is longer than what's considered normal for this application, offering superior leverage tension, while deploying a little inset green button allows him to downshift under braking.

Hartwig likes to work and play hard. Till his crippling accident meant he was invalidated out

Just one Tiptronic equipped 964 Carrera Cup race car was built for the first round of the German series at the Nürburgring, driven by Walter Röhrl

Left:Walter at the wheel and in Nürburgring race. Below: Hartwig at the dual controls



FAB FIFTY

VIN numbers for the 1990 964 Carrera Cup cars ran from VIN ZLS 40 90 01 to ZLS 40 90 50. The Tiptronic car is # 50, VIN ZLS 40 90 50.

of the army, he was an officer in the German Airborne Signal Company, operating from northern Norway to south Turkey as part of NATO's Allied Command Europe Mobile Force. A classic adrenaline junkie, former paratrooper and sky-diver, though wheelchair bound, he bought a 964 Cabriolet and enrolled on racing courses. Invited to attend a DTM race at the Norisring by his local OPC, he watched practice for the supporting Carrera Cup race, and a certain car emblazoned with the Tiptronic logo caught his eye. A few months later he attended a course overseen by Walter, who of course remembered the 964. 'If ever that car comes up for sale,' said Hartwig, 'be sure to let me know.'

He didn't have to wait long, and registered it on 25th February 1992. 'I got it for a fair price,' he recalls. 'In those days, the cars cost about 150,000 Dm and I paid about 130,000 Dm. It had just 2400km on the clock.' However, it wasn't easy to spring it from Weissach. 'Each and every department had to sign it off, make sure it had no test parts in it. When I got it, it was street-legal with all the paperwork. The second seat was fitted, there was now a proper fan for the heating system, and they'd removed the switch that would cut off the ABS system if the car spun, and they also took out the big oil pressure warning light. It had the standard ECU for the Tiptronic gearbox, though I also have the race ECU which makes it shift a little later, at higher rpm – this keeps the clutch open in 1st gear to 5000rpm to make a better race start than would be possible with the standard system.' The front lid is aluminium, and there's a standard fuel tank and strut brace within.

The Cup car wheels are different from the magnesium wheels of the 964 RS; they are half-an-inch wider front and rear, with different offsets, and of different composition with less magnesium. 'They're more solid, so you can really have a go!' They are shod with grippy Marangoni Zeta 255/40 ZR 17 tyres at the back, and 225/45 x 17s on the front.

All Cup cars had blueprinted engines, fitted

with specially selected parts: pistons, conrods were weighed and balanced – the engines have special numbers so you can't confuse a Cup engine with a standard engine. 'The big difference is the ECU, which provides 25 extra horsepower, and at the top end of the rev range the power delivery is way freer,' Hartwig explains. 'It's got the Cup pipe (instead of the main silencer), and it used to run with an open-air intake, though I've fitted a K&N filter and cut-out airbox so it can breathe better.' Surprisingly, it still has the catalytic converter. 'They raced with the metal cat in the Carrera Cup,' Hartwig tells me, 'which was a novelty in those days; it was a way of showing that racing could be environmentally friendly!'

Inside, the belts are new but the driver's

and that practice run at the Norisring.

By 1997 Hartwig was ready to enter the domestic Club Sport series, and the car has remained relatively unscathed except for the plastic front valance, which has been replaced. Cup cars used the standard rear bumper cladding, unlike the RS with its protruding number plate light housings, and his car's is undamaged. The door mirrors too are exclusive to the 1990 Cup cars. Back in the day, the brakes were shot after three races. 'They were not vented, and some drivers were very hard on the brakes,' he points out. 'I fitted bigger calipers and GT2 pads, and they are now ventilated by the hose that feeds into the centre of the disc. At Spa, the late Sean Edwards taught me how to get the best out of the brakes. It makes a

“ I also have the race ECU, which makes it shift a little later ”

seat is the one Walter sat in. The Matter rollcage is as you'd expect – a comprehensive network of trusses to brace the internal space. Having adapted the car for his specific use with the hand controls, developed by the late F1 star Clay Regazzoni, Hartwig gradually made his way through the Porsche driving school – from Beginners, to Advanced, and Advanced Nordschleife – and in the process he met Wolf-Hendrik Unger, a Weissach staffer and former co-driver to Roland Kussmaul, who knew the car well and sorted out a few leftovers for Hartwig, including the 964's all-important Wagenpass. 'It is like a passport for a race car,' explains Hartwig. 'This little piece of paper is the original Porsche document. It shows the chassis and engine number, where it has been raced, who raced it, and it's a precious part of its history.' There's just the one entry, for that Nürburgring round –

big difference – short and sharp pressure on the pedal, not too long, and take it easy coming off. They are extremely effective,' he enthuses: 'I can show you a picture from 2009 where a 997 GT3 RS tried to outbrake me at the end of Spa's Kemmel straight and you can see him go into the emergency exit! It happened in Club Sport, too, when very fast cars like GT2s with 500 horses came up behind me, saw an old car and presumed to blast past it into the chicane – but no way, not under braking.' He also reveals that his Spa training experience included an involuntary 720-degree spin up the hill out of Eau Rouge towards Raidillon – that had to be some spectacle!

More recently, the car has received its master's blessing, too. Hartwig had it set up by Porsche specialist tuner and racer Franz Konrad, who 'played with it until it was absolutely perfect, and that is the way I used

Some cars are just spoilt! Hartwig's 964 in comfortable surroundings. For wheelchair access, garage is an integral part of Hartwig's home



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it for Club Sport. Then I took this drivers' course on the Nürburgring GP circuit where Walter Röhrl was an instructor. He recognised the car, and took me for a lap in it for old time's sake. You cannot learn too much from Walter Röhrl: his driving style is so different. I have seen a few race drivers handle Carrera Cup cars; some are very hard on the steering wheel, really trying to feel the front end by working hard on the steering. But Walter did almost nothing: left foot on the brake, right foot on the gas pedal, using the steering very little because he was totally relaxed, just fingertips, like he was playing a violin. He was very, very fast, and after a few corners he said, "the car is wonderful, I wouldn't change anything on the sway bars."

Twenty years on, it retains its original engine, unrebuilt, with close to 40,000km on the clock, a combination of road use, Club Sport action, and that Nordschleife race. It has pride of place in Hartwig's garage, which is an integral part of his home, not only for reasons of wheelchair access. So corrosion has never been a problem. There's been some light customising: as well as the blue race stripes that recall the '50s Cunningham racers, Hartwig has 'Jo Siffert Automobiles Fribourg' decals in the back windows. A fan of

Porsche since the 1970s, he had a copy made of the sticker he saw in Siffert's 917 used in the Le Mans movie: 'it transports a bit of the spirit of the era,' he says. He also has copies of the enormous Tiptronic decals from 1990 if ever the need arises.

Hartwig warms the engine up. Lack of a main silencer promotes the characteristic deep-throated 3.6-litre flat-six rumble, and as he drives up the road the sliding scale of the engine note as it goes through the Tiptronic 'box seems peculiar, emanating as it is from a racing car. Now comes my induction into stellar-speed rural travel. Acceleration is relentless and fluid through the ratios. It's very stiffly sprung with hard damper settings – perfect on a billiard-table circuit, but teeth-chattering on a bumpy back road. The internal cage, making for an even tauter chassis, enhances structural rigidity. There is absolutely no roll, so cornering is beautifully flat, steering very direct. It is staggeringly quick through the bends, and equally neck-wrenching under braking. Hartwig has had 20 years to analyse and hone its behaviour to his liking: 'on very slow corners you do get some understeer, but in faster corners it is neutral with a little tendency to oversteer at the limit – that's what 911s do. It fits like a

glove, it's light, direct, without power steering, stiffly sprung, no roll, an engine that pulls with a beautiful sound, and it speaks to the driver. On the road or track, once you've found the rhythm it will say, "You're doing good!" or it will say, "Ooooh, you better slow down and readjust!" He remains smitten: 'it's still like the first few months with a new lover: it's a thrill every time I take it out.'

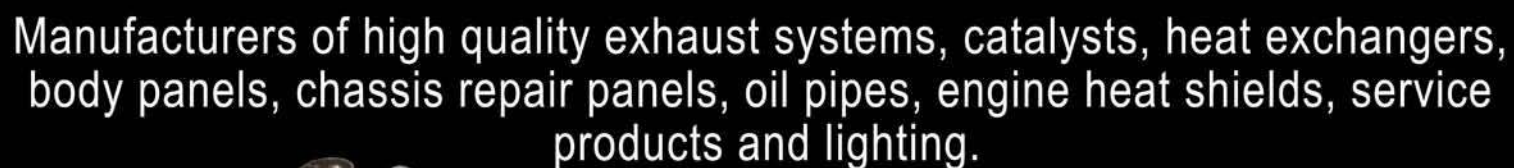
We peak at 260kph. 'From then on it takes its time,' says Hartwig, 'but it still keeps going up to 280.' Impressive stuff, but this is more about astonishing handling, grip and power delivery than sheer max-out. Attaining that speed is simply the product of an amazing chassis and powertrain.

It's my turn now. It feels quite a different animal to the standard C2 I've been used to, not only in terms of the special controls and Tiptronic shift, but it's altogether more spartan, a harsher ride, and deafening on full revs – and you do need the restraint of the full harness under cornering and braking. An awesome proposition on a circuit, no doubt – and imagine being amongst 30 identical cars! For now, this taster will do just fine. As for Tiptronic, I'll settle for the manual 'box, thanks. And thanks, Hartwig, that was some country outing! PW

No matter what the transmission, the 964's Carrera Cup race chassis make for a formidable road weapon

Left: Hartwig's personalised cockpit. Secondary, leather bound wheel, acts as a hand-throttle, while a hand-operated brake lever is situated behind the steering wheel. None of this slows Hartwig down!





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MAKE DO AND MEND

Remarkably, the notional cost of repairing the not exactly catastrophic accident damage to this 2001-model 996 was in danger of consigning the car to the breaker's yard. In the event, a replacement door from one those very same yards, together with some good, old-fashioned bodyworking skills, transformed it back into the svelte beauty you see below – and now it's for sale for just short of £15,000. Story and photographs by Chris Horton



You might expect, given humanity's belated preoccupation with our environment, that we would today have a predominant culture of repair and reuse. On the contrary. We lose no opportunity to discard not just vast quantities of single-use plastics, but also many extraordinarily complex machines, from smartphones and DVD players, to railway locomotives and aircraft, that have taken huge amounts of energy and diverse materials – often vanishingly rare – to create. And cars by the million, of course.

For the manufacturers it's a win-win. They

get to sell us something supposedly safer, better-equipped, more powerful, more glamorous, more economical, faster – and so boost their profits on the back of the buying public's breathtaking lack of imagination. The tree-huggers are happy, too, although for them it can be a Pyrrhic victory. New cars might appear 'cleaner' than their nasty, smelly, low-tech predecessors, but there is always an environmental cost in building them, and in scrapping and recycling the old ones.

Which explains why just a few months ago this 2001-model 996 Carrera 3.4 (above) was effectively an insurance write-off, worth just a few thousand pounds. The right-hand side

had suffered a swipe impact, from the trailing edge of the front wing to the top corner of the rear apron. The upper section of the rear wheelarch had been pushed in, its once elegant profile seemingly lost for ever. And the leading edge of the door skin had been peeled open like a banana.

But one man's parts car is another's project, and the first beneficiary of these unfortunate circumstances – you might even say this madness – was Robin McKenzie, proprietor of classic-Porsche specialist Auto Umbau in Bedfordshire. 'I had seen the 996 standing, semi-abandoned, at another specialist's premises,' he told us. 'I guess the

Dates on the image files tell their own story: from derelict (top) on 2nd October to this lovely-looking machine (above) on 4th December. Not the kind of repair that too many of us will attempt, but it shows what can be done. Wheels are hollow-spoke 993 rims. And yes, the front number plate has since been fitted straight and level...

Fixing the door was almost laughably easy. Douglas Valley provided a second-hand shell for £130 – in the correct Seal Grey, and with not a mark on it – and it took just a few hours to transpose the hardware from the damaged one. We shall be covering that in a separate how-to quite soon. The new door would also give body man John Joyce (right) a good, well-defined edge to work from when it came to dealing with the front part of the rear wing. The majority of the damage in that area John very quickly straightened with the aid of a special curved bar and a hydraulic ram – with further assistance from a slide hammer, far right – but leaving the area smooth enough to need only a very thin layer of filler would take rather longer, as we shall see



insurance company they bought it from had priced the repair at the top of the scale, using a new door and rear quarter section, and that alone would have jeopardised its viability.

'My enthusiasm for the 996 and 997 – I have several of each – has led to us specialising in these two models, as well as the air-cooled cars, and I felt this one offered potential to repair and sell on. It looked pretty awful, but the damage was superficial, with no effect on the structure or the suspension. We have our own bodyshop, and an immensely talented man working in it – John Joyce.

I thought he would be able to spend time on the project while waiting for other jobs to come back from the off-site paintshop we use, and turn that into a modest profit. And the door, at least, would be dead easy to fix – all we would have to do was replace it with a good second-hand one.'

Unsurprisingly, and certainly not to Robin, the car had other 'issues', cosmetic and mechanical. 'Our first job was to clean it, so we could see what we would be dealing with. It was mostly good, but servicing had been neglected during the last few years, and

I knew it was going to be an engine-out job, if only to replace the crankshaft seal and IMS bearing – and consumables such as the clutch. Better to put things like that right while you can – and it's the sort of work we're doing every day. The air-con condensers would need replacing, too, and we did a full brake overhaul, including renewing the rusted line that passes through the engine compartment.

'Even so, much of the time was occupied not just with the big stuff, but with lots of little jobs. Things that cumulatively make any car feel very tired, and which if you fix them make

The damage to the front wing, too, responded well to nothing more invasive than a slide hammer, carefully hooked around the trailing edge – the luck of the draw.

Even so, there remained a small 'low' area, revealed by sanding off the paint (top row, far right), and that would need pulling with the aid of this clever device (this row, near right): an electrode, attached to a slide hammer, that temporarily welds itself to the surface and breaks free again under the sudden sharp pull from the 'hammer'. This technique would feature strongly in the repair of the rear wing, as well. The leading edge of the rear wing had some superficial but still quite pronounced nicks in it, but John was able to dress those almost flat again by careful use of a hammer and a tyre lever from within the door pillar



TECH: HOW TO



First photo in this sequence shows how remarkably straight John Joyce was able to get the rear wing, using nothing more than basic pulling techniques – albeit honed by his years of experience. Trickiest area was always going to be the deep gouges where the wing meets the top front corner of the rear apron, and in the event these would need a mix of spot-weld slide hammer and welding to fill the voids. Unsurprisingly, the slide hammer depends on good electrical contact, so the surface to be pulled needs to be free of all paint

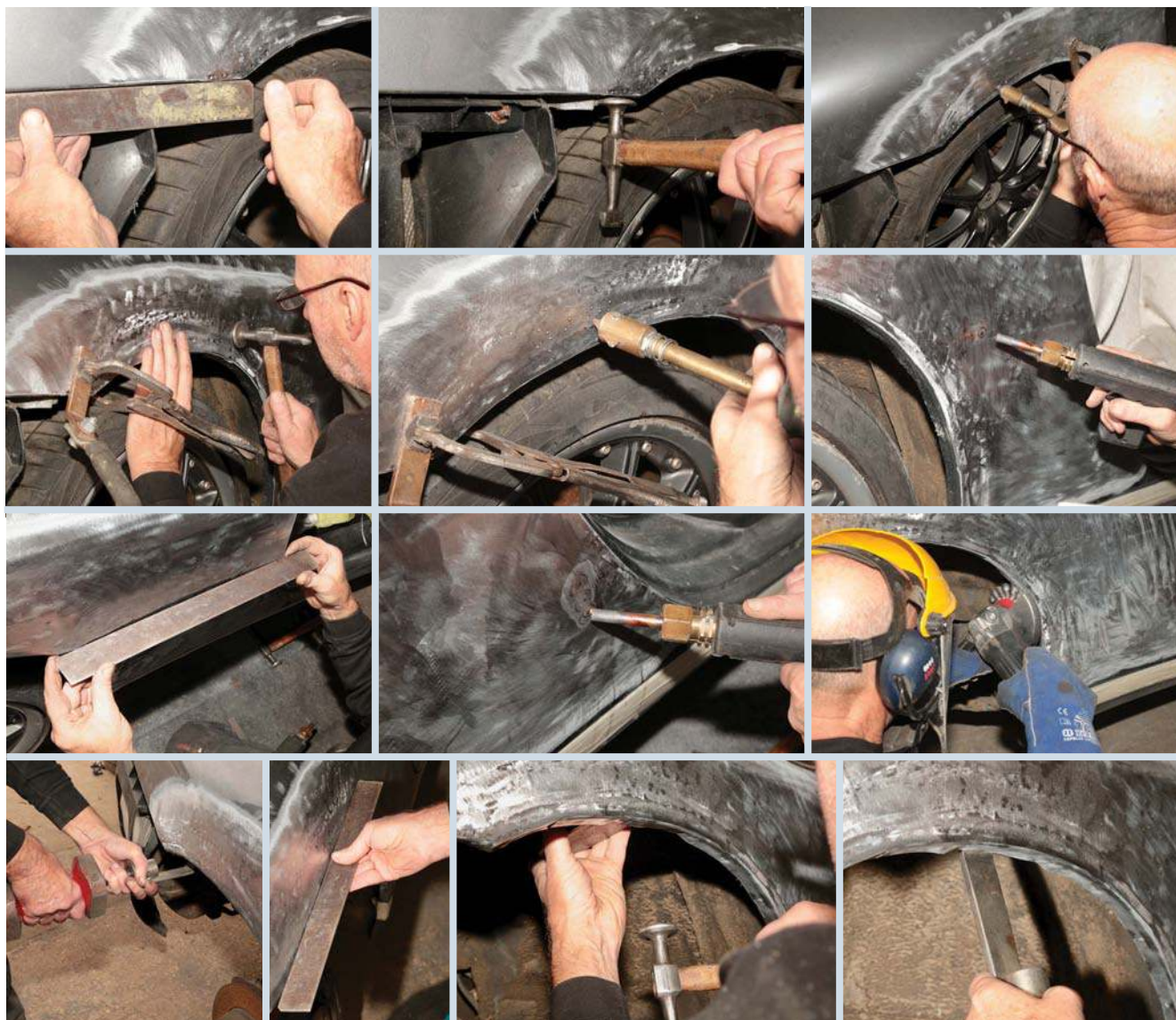
a huge difference. Replacing broken bolts and clips, sourcing new or good second-hand trim parts, and even reattaching the dashboard top, where the covering was coming adrift. An interesting one, that. I've not seen it before in a 996, but no doubt it will start to become commonplace as the cars grow older.'

Any one of those tasks would have made

ideal copy, but we decided this was a perfect chance to show how the collision damage was to be repaired. It's not a job for the inexperienced. And it's not, as we've said, the simplistic but also quite invasive 'cut-and-paste' way a Porsche-approved bodyshop would do it. But it was fascinating to watch John Joyce pulling, pushing and teasing the

metalwork into shape, using little more than a few hand tools, such that it would need only a wafer-thin skim of filler. And nothing less than inspirational to see the craftsmen at the paintshop apply that filler such that every subtle curve was replicated to perfection.

Fitting the damaged door, too, was a joy to behold; a victory for common sense over the



Seeing John Joyce gradually, carefully, painstakingly tease the rear wing back to almost exactly the right profile in every single area was a real privilege; a bit like watching a classical sculptor in action. The secret – or one of them, anyway – is essentially 'little and often'. Peck away at small areas of damage, basically, rather than trying to right everything in one go. Measure, and check with a straight edge, as often as you can. In one or two small areas of the rear wing the naturally distorted metal needed to be persuaded back to the right profile with the intense heat from this clever tool (middle photo, second row up): essentially an electrode plugged in to the same spot-welding machine that powers the slide hammer

THE KNOWLEDGE

There can be no doubt that to start with this car looked a real mess, in large part because of that peeled-open door skin, and you can probably understand why the majority of us – insurance companies included – would shy away from even attempting to repair it.

In the event, though, the door was replaced for the sake of £130 worth of second-hand panel and a few hours' straightforward mechanical work. And it was much the same for the front wing. Careful use of a hook-ended slide hammer quickly had that back to almost exactly the right profile, and a few minutes' work with sander and a special spot-weld slide hammer (see photos) left the surface almost perfectly smooth, even before a final thin layer of filler.

It was a rather different story for the rear wing. The worst of the distortion was dealt with by means of a carefully judged straight pull via a curved bar and a chain attached to a hydraulic ram, itself anchored to an immovable post in the workshop. But such had been the force and extent of the accident, and the resulting stresses transmitted through the entire area, that it would take several different techniques

gradually to ease those out again – plus, of course, the skill and long experience required to avoid creating still more problems.

The tiny nicks on the leading edge of the panel, for instance, John Joyce was able to eradicate with a hammer and, from inside the door pillar, nothing more than a tyre lever carefully to dress the edge back to the required clearly defined profile. To the rear of that he set to work with the spot-weld slide hammer again, inching his way methodically across the damage to pull it straight. In a few areas even this technique failed to work satisfactorily, so he used a source of intense but localised heat (again, see photos) to shrink the metal back into shape.

By far the trickiest part of the entire process, however, was where the wing meets the front top corner of the rear apron. Attempting to describe in just a few sentences how John resolved that would be akin to explaining how Leonardo da Vinci painted the Mona Lisa, or Edward Rutherford split the atom, so we shall let the pictures tell the story. Suffice it to say that yet again it's all about identifying and dealing with tiny individual areas of damage, slowly but surely

pulling them together, rather than trying to correct everything in one over-ambitious 'hit'.

Even more impressive than that, though – and to this writer the real magic – was first John Joyce's almost free-hand reshaping of the subtle but absolutely vital flattened edge to the wheelarch lip (think Rodin, Michelangelo...), with the final thin skim of filler, back to a profile that is genuinely indistinguishable from the original, by the bodyshop team. The only other way of achieving this profile – and without which the car would be almost unsaleable – would have been to cut off the entire rear corner and weld on a new panel from Porsche.

And that, albeit the way you might think your own car ought to be repaired in similar circumstances, is as costly and as profligate as this method is thrifty; as brutally invasive as this solution is subtle and essentially even gentle. What you might call the cut-and-paste route is also utterly dependent for its long-term success on the skills and ethics which are all too often lacking in those bodyshops seemingly best equipped to provide them. Old-school the process shown here may be, but in the right hands it works wonders.

More of the same kind of work in this group of pictures, and showing how that troublesome area next to the rear apron was filled with weld. It was never going to be possible to execute this entire repair without at least some body filler – as we shall see on the next page – but the aim was always to keep that as thin as possible. Simple pencil line shows where the wheelarch edge will require careful shaping to match the original. It looks crude at this stage – but seriously, wait until you have seen the finished product!



lazy wastefulness of a new panel. (And we shall be looking at this aspect of the project in a future edition.) Robin was able to buy a replacement, in the correct Seal Grey and needing no cosmetic work, for just £130 from Douglas Valley Breakers in Lancashire. Perhaps not surprisingly at that price it came

as a bare shell, with the lock, handle and window mechanisms all removed, so Robin had to strip those out of the damaged door, but seeing it reassembled and back in position – and in the right colour, too – was a valuable early boost to the project.

The original plan had been to repaint as

little of the body as possible; just the areas that really needed it. That sounds something of a compromise, but for simple cost reasons it's the way the body-repair trade works. The more Robin and his bodyshop team looked at the car, though, the more blemishes they saw, and concluded that, rather than treat those

Satisfied that the wing was now as good as anyone was ever going to get it, John sprayed on a quick coat of grey primer – partly to protect the bare metal surface, but also to highlight any remaining high or low spots. Last two photos in this group show the car at the paintshop, with the first 'proper' layer of the filler that will provide the finished profile. It was at this stage that the decision was taken to repaint not just the accident-damaged areas but also a number of other everyday blemishes: everything bar the roof and engine cover, essentially



TECH: HOW TO



Nearly there: sanding, filler, more sanding, a bit more filler, and gradually the once mangled panelwork starts to look like the rear wing of a pristine 996 again. Last shot in this group captures what we consider the sheer genius of that wheelarch edge. No less perfect is the subtle concave curve at the lower front part of the wing, between the wheelarch and the door, just above the sill. Get that wrong and the car will always betray its past

LIKE IT, SEE IT, BUY IT...

We all like to believe that our pre-owned Porsche has no 'previous', but sadly that is rarely the case. Better, then, to buy one which, even if it has plainly suffered some nasty-looking but actually quite superficial body damage, has demonstrably been repaired correctly.

And this one is going to make a great buy for some lucky enthusiast. This writer has in front of him the itemised list of parts and labour (135 hours, but of which only around 20 were occupied by the body repair), and it makes fascinating reading. The car, as we know, is a 2001-model Carrera 3.4 with manual transmission. Seal Grey outside, black leather inside. It was supplied new by Porsche Centre Glasgow. Nothing special in terms of options, but it does now have an after-market and slightly louder exhaust. The service book is present, showing a mix of Porsche Centre and independent maintenance, albeit with something of a gap between 74,000 miles in October 2016 and 90,000 miles (at Auto Umbau) in October 2019.

The accident damage was confined to the right side of the vehicle, but in light of a number of blemishes elsewhere virtually the entire shell has been repainted, and is thus in mint condition. We are assured there had

been no other paintwork carried out prior to this.

The car has also undergone a focused programme of servicing and repairs. The engine and gearbox were removed for replacement of the crankshaft seal, and inspection and renewal of the IMS bearing – although the old one was serviceable. This enabled the easy replacement of the rusty brake lines running through the engine compartment, and the braking system has been inspected and overhauled as necessary. The air-conditioning condensers have been replaced, and the system recharged. All fluids and filters have been changed, a number of broken trim clips replaced – and even the headlights have been polished and ceramic-coated.

Robin McKenzie has put the Carrera up for £14,995, and we think that's a bargain. As he rightly says: 'Most of the 996s you see for sale today will need this level of mechanical work, and at least some remedial bodywork.'



Yes, this car had been both damaged and latterly a bit neglected, perhaps, but now it has had all the resulting issues dealt with – and fully documented – and it's ready to be enjoyed without any of the worries you would have from one with an essentially unknown provenance.' Go to autumbauporsche.com, or call Robin himself on 01525 861182. He will be delighted to give you chapter and verse, and arrange a test-drive.

piecemeal, it made sense to link them and repaint virtually all of the shell. As it stands now, then, the only parts not to have been resprayed are the roof and the engine cover.

If that is not reason enough to buy the car, then the deciding factor has to be the wheels.

As bought, it was on adequate but shabby split-rims from a 996 GT3. But Robin had a set of hollow-spoke 993 wheels – themselves worth around £1100 – and today these set it off to perfection. You will note, too, the now unusually clear headlight covers, in place of

the yellowing lenses in the 'before' photo. Yet again that was a transformation achieved not with new parts, or even second-hand ones, but by having the original items professionally polished. Make do and mend. Something we can all learn from these days. **PW**



There is a natural tendency among all of us to avoid cars that have suffered body damage, not unreasonably given the way many are 'repaired'. You might even say that seeing this one's secrets laid bare will affect both its value and its chances of selling. It wouldn't put us off, though. At just short of £15K, and with all other likely problem areas addressed (see panel above), we think it's a bargain. And dare we suggest that, as a humble 3.4, it is likely to outlive many of its seemingly more glamorous successors?

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SOCIAL NETWORKING

Stuttgart Classica is taking a very modern approach to classic Porsches, and it's forming close relationships with the world's most innovative suppliers, new and old, in the process

Words: Alex Grant Photography: Andy Tipping



Pick any of the world's household names in Porsche restoration and, no matter how their interpretation of these classic cars varies, there's an easy thread to spot. The businesses that form the backbone of the global scene are never founded on an urge to make a quick buck turning over parts and projects for profit. First and foremost, they're run by enthusiasts with a genuine passion for what passes through their doors.

Stuttgart Classica is no different. Based out of a rural workshop in a scenic part of the Cotswolds, it's a relatively new business but one that's quickly earning its founders – Will Chappell and Jason Eaton – a global

reputation for quality products and workmanship. It's a company with customer service as its bedrock, honed not only from personal experience, but on a personal need for what they now offer.

"These are the cool parts we wanted to put on our own cars," explains Will. "The outlay isn't significantly different whether you make one or ten, so we'd make ten, sell eight of them and use the other two ourselves. We had had no intention of starting a business, but the demand for parts has grown – most of our business is in exports, and we're shipping all over the world."

The Midlands is the hub of the British automotive and motorsport industries and, while Stuttgart Classica wasn't founded in

the Cotswolds, the seed of the business was planted not far away. Will and Jase met while studying at the world-renowned Motorsport Engineering degree course at Coventry University, and struck up a friendship realising they had a lot in common – beyond a basic taste for performance cars.

Notably, both had grown up around Porsches – Jase helping his dad building a 'Bad Boys' replica 964 Turbo, while Will had experienced some of the marque's most iconic machinery through his father's dealership, Chappell Porsche, spending weekends watching him race his own '73 911E. The duo also had a mutual sense for business, offsetting a little of their tuition fees and living expenses with small-scale

Now that's what we call a project! This ex-race RSR inspired machine is being converted to road spec. Should be wild!

If it's interesting fixings and widgets that you're after, like these 911R style engine lid hinges, then Stuttgart Classica can supply. Right: Will Chappell (left) and Jason Eaton are the partners behind the Stuttgart Classica enterprise



joint ventures in the spare time between lectures. It was only a matter of time before those interests crossed paths.

By the mid-2010s, both of them had full time jobs in the automotive industry. Will had his own car sales business operating out of a glass-fronted showroom near Heathrow airport, while Jase was a powertrain engineer at Jaguar Land Rover in Coventry. Coincidentally, they had also bought similarly ambitious classic Porsche projects at around the same time – dismantled Impact Bumper 911s, bought as resto-mod builds, and requiring bespoke parts. Difficulty getting what they wanted highlighted a gap in the market.

"The good thing about the 911 is people aren't scared to modify them, like they are with other classics," says Jase. "Everything we sell is an upgrade – it's custom parts, the things you can't buy from Porsche, and we're both motorsport engineers so we understand how to get the most out of them. If you want run-of-the-mill then there

are plenty of people who can help, but we're not interested in selling those parts."

Stuttgart Classica's portfolio is impressive. A lot of the parts catalogue was developed for Will and Jase's own project

Air-cooled Porsches are the speciality, but water-cooled models are also catered for, and the business is forming widespread relationships to bring innovative new products to market. Will says this has

“ The good thing about the 911 is people aren't scared to modify them ”

cars, produced via partnerships with manufacturers across the UK and Europe. The line-up includes OE-quality interior parts to suit restored, backdated or performance-tuned builds – not only period-correct components but retro-modern features such as drilled and polished brackets and hinges, LED headlight conversions, custom glassfibre bumpers and lightweight aluminium brake calipers.

quickly gathered momentum, helped by the international reach of its social media activity: "Initially we were knocking on doors asking to sell stuff for people, especially people who didn't sell in the UK. Lots of businesses are good at making these parts but don't know how to take it to market or promote it," he explains.

"That was a void we wanted to fill but, as we've got bigger, we're finding people are



The premises may look modest, but are home to some high-quality products and innovative thinking. Right: 917 style drilled key and billet crank pulleys

TECH: SPECIALIST



Projects abound and are a great way of promoting and taking Stuttgart Classica on the road. Jason with RSR project and Will with his own Gp4 inspired project

coming to us asking to sell cars or take over distribution, rather than us going to them. We ship everywhere, and we're building a reputation off that. The USA is easily our biggest market, with the UK and

operation to its current home at Northwick Business Park in the heart of the Cotswolds shortly afterwards. With sales continuing to rise, Jase has since left Jaguar Land Rover to work at the business full-time, providing

miles away, in Moreton-in-Marsh, while the business park – which was built as a prisoner of war camp during World War Two – is a hive of engineering specialists spanning paint and body, powder coating, interior trimming, 3D scanning and machining, and even a British Super Bike team. It's possible to undertake a ground-up restoration without leaving the site, or at least without travelling too far out of the main gate. Not that you'd get a full picture of this community without knocking on a few doors to see what's going on behind.

This is a network that customers are starting to be able to benefit from. Stuttgart Classica offers a suite of in-house services already, from basic maintenance through to bodywork restoration and engine and transmission rebuilds. Using Will and Jase's own projects as business cards and drumming up awareness at events and on social media, the aim is to provide a one-

“ USA is our biggest market, with the UK and Germany behind ”

Germany second and third. We've also had people ask if they can distribute our products for us.”

Not surprisingly, the logistics behind this means the business has outgrown its initial footprint. Stuttgart Classica became an entity in its own right three years ago and followed Will's recently located sales

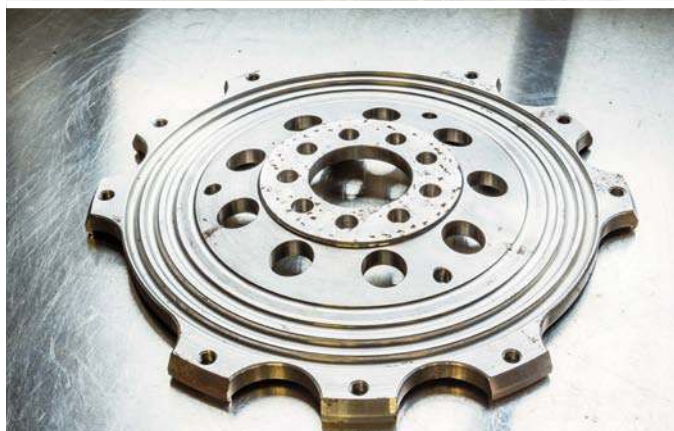
the extra pair of hands needed to help it grow even further. It's a sign of justified optimism in what's ahead.

Good local roads aside, particularly compared to the gridlock beneath Heathrow's flightpath, relocating put all sorts of useful contacts right on the workshop's doorstep. Porsche Club GB is based a few



Left: Bonnet catch. Titanium wheel nuts are popular with obsessive weight watchers

Billet aluminium fuel and oil caps are a distinctive styling touch. Lightweight towing hooks and lightweight RSR flywheel



stop-shop for restorations and custom builds to suit varying budgets. It's already attracting high-profile projects, including an RSR-inspired 911 racer developed with an ex-Brumos engineer, which is being re-tuned for road use.

"A lot of people get in touch saying they know what they want, but they're not sure what they need to do to get there. We can talk them through that process because we understand the cars, so it's more of a personal service. We also have people who have seen Will's [backdated yellow SC] asking how much it would cost for us to build something similar. It shows what we can offer," says Jase.

Will agrees: "We don't do things on a shoestring – we'll always try to help people but we're definitely pitching ourselves at the higher end of the market, and whole

projects is the way we want to go. As Singer has proved, if you do it properly and use top-notch components then it doesn't affect the price of the car – theirs are often worth more than a standard 964."

Crucially, having built their own projects, Stuttgart Classica is founded on an ambition to provide the same level of customer service they would expect themselves. Parts are supplied with user-friendly fitting instructions and, in most cases, they're components which Will or Jase have hands-on experience installing. Customers are welcome to e-mail or call the workshop for advice and detailed knowledge about what fits and how – with additional images, if necessary. It's all aimed at rectifying a problem both have faced with other suppliers – aftersales is a vital, but often overlooked, component of

specialist builds.

"We're not at the cheap end of the market with the parts we try to sell. We're also a lot more knowledgeable over the phone than a lot of parts people. What stands us apart from other people is, because it's just the two of us, we know these parts inside out – and we're really on top of it," says Will.

That quality speaks volumes. Stuttgart Classica's projects are rightly attracting positive attention on social media – a core part of its marketing strategy – and images with 'hot spots' offer direct links through to specific pages on the web shop. It's a high-quality, specialist operation with an approach to market that's as innovative as the products and services on offer. So it's no surprise to see it's rapidly becoming a household name. **PW**

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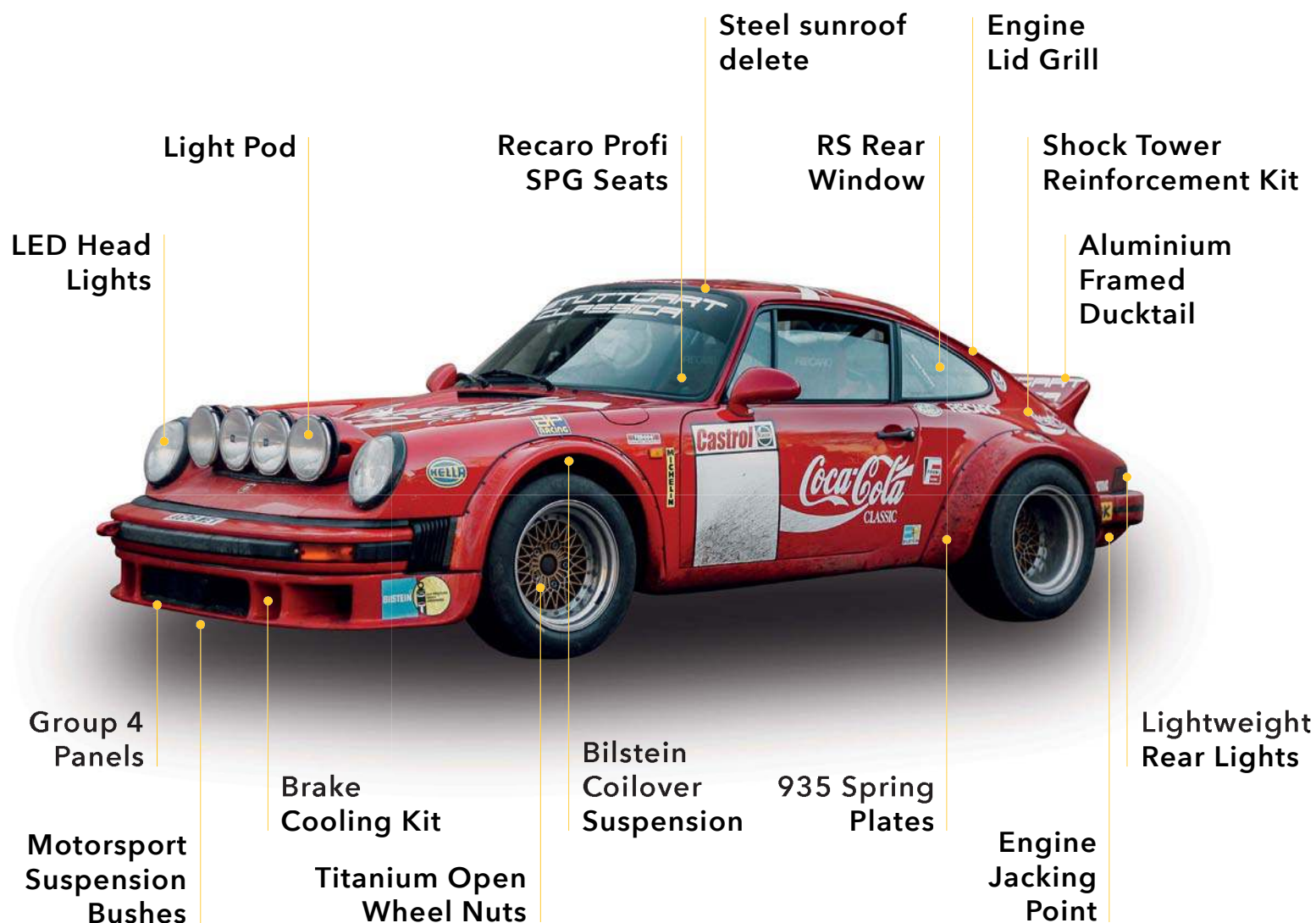
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PROJECTS

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THE TEAM

STEVE BENNETT

996 C2



I thought I'd finished messing around with the suspension on my 996, but a set of Eibach adjustable suspension arms have come into my care, so I'm going to get them fitted up. I'm thinking GT3 geo...



KEITH SEUME

914



We're getting there – that's the best way to describe the current state of play. Suspension done, wheels and hub swap done, bumpers done, side marker removal done... It's only money, after all.



CHRIS HORTON

924S, 944



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



PETER SIMPSON

356C, 3.4, 2.7, GARAGE



Working on the projects still and going sideways as forward seems a distant future at present. I'm trying but like all of us with big projects it's a lot of work and finding the time is a luxury the wife takes. Ha!



BRETT FRASER

BOXSTER 986 3.2S



A trip down under means that the Boxster has languished somewhat, and on my return a rusty MX-5 has taken priority. But I can't escape the fact that it needs new discs again, so that's the next job.



JOHNNY TIPLER

BOXSTER 986 3.2S



I've taken the mileage of the Boxster from 35,000 to 70,000 in the 2.5-years I've owned it, so I thought a bit of a valet and some soft-top care was in order. Warning lights are still flashing, though!



JEREMY LAIRD

BOXSTER 987 3.2 S



Bright sunny days in winter and some roof down action serve as a timely reminder of the joys of convertible Porsches. But the call of a coupe remains strong. 2020 might just be the year of Croc 2.0.



WHEN LESS IS MORE

How to save weight on a US-import 914: throw away the ugly 'Federal' bumpers and replace them with lightweight glassfibre panels. And while you're about it, get rid of those side-marker lights. Keith Seume's 914 joins Weight Watchers...



I still can't get over how much better the 914 handles now that it's had the suspension upgraded with Bilsteins and 'turbo' tie-rods fitted – and benefited from a full suspension alignment. And now the 195/65 Dunlops are residing on six-inch rims, as opposed to the former 5.5Js, the car feels much more stable – the rims were seemingly too narrow to carry that size of tyre without giving a sense of the car moving around as the sidewalls flexed. Maybe it was my imagination, but if so I don't really care as I'm enjoying the drive far more now.

But what about those bumpers? And those ugly US-spec side-marker lights, which sprouted like carbuncles on the front wings? They all had to go. I began by scouring the internet for some replacement Euro-style bumpers, soon coming to the conclusion that steel originals were either battered or expensive – or both. Those who know me will be aware that originality isn't that high on my list of requirements, so I started to look

out for some glassfibre replicas – not only would they be cheaper but there would be a massive weight advantage. Those US bumpers weigh a huge amount – something like 100lbs in total, weight which is carried where you least want it: at the very extremities of the vehicle.

I could only find one company – in Germany – which advertised glassfibre bumpers, along with a wide range of other 914 panels for road and race use. They weren't cheap, though, at around £350 each, plus carriage. But a chance conversation with Angus Watts at Greatworth Classics (01295 812002), himself a 914 enthusiast and expert, elicited the news that he had a pair of glassfibre bumpers going spare which I could buy. A deal was done and I dropped by to collect them while 'up country' on a photoshoot.

We're not quite sure of their origins, but they're pretty good mouldings and more 'street weight' than race-oriented. Even so, they weigh in at around 80lbs less than the

KEITH SEUME

1975 914

Occupation: Editor, *Classic Porsche*

Previous Porsches: 912/6; Carrera 2.7; 928; 912; 914/6; Junior Tractor

Current Porsche: 914

Mods/options: Wheels, suspension, bumpers, etc.

Contact: classicporsche@chpltd.com

This month: Swapping bumpers and removing ugly US-spec side-marker lights

Above left: First trip of the year was to the always fun Bicester Scramble meeting, where the car attracted favourable attention. Thank heavens the heater worked, though!

Rear bumper removal was a 'weighty' experience – the US-spec unit weighed over 50lbs! Hefty mountings are designed to collapse in an impact





Don't be fooled by those 'rubber' bumpers: behind them lies a hefty steel beam, which accounts for the weight!

Left to right: To fit front bumper correctly, small lip ahead of the headlights needed removing; Porta-Power was used to 'adjust' front panel which had been moved back in a minor knock; opportunity was taken to freshen up the front luggage bay

originals! Angus agreed to paint them for me, using a textured paint to replicate the rubber moulding, and a semi-matt black for the rest. They looked great!

As the plan was to tackle the bumpers and the side-marker lights at the same time, the car was booked in with Ben Lewis's 'Evil Ben's' workshop just outside Truro, Cornwall (call 07929 726351). Ben is a longtime friend and carried out quite a bit of work on my old 'El Chucho' project, as well as other cars of mine, and is also currently midway through a 'resto mod' build on a 356A coupé.

Removing the original bumpers was fairly straightforward, but I had learned from posts on the 914world.com forum that it's wise to have a helping hand when removing the rear bumper as it's very heavy. I, of course, ignored the advice and nearly did myself lasting damage when the bumper eventually freed itself of the mounts and crashed to the floor. When I say 'crashed', I mean it – the rubber rear bumper, complete with its hidden steel reinforcement, weighs over 50lbs...

Once the front bumper is removed, it's

necessary to trim back a small lip that runs across the front of the car to allow the replacement bumper to fit snugly. You also need to plate over the holes left by the removal of the two collapsible mounts used with US-spec bumpers. You can either weld a plate over each of the holes or, as we did, make a pair of plates that can be bolted in place. If you don't, then water will be able to enter the front luggage compartment.

At the rear, there's no need to cover these same holes as there is nothing behind the lower part of the rear panel other than fresh air. In fact, you don't need to make any changes at the rear to accommodate the new bumper.

There was one stumbling block: it seems the 914 had suffered a minor knock in the front, possibly when it was rear-ended some years ago (paperwork with the car includes receipts for work on the rear bodywork, and a respray). I suspect as it was hit from behind, it got shunted into the car in front. The result of this impact was the front valance and slam panel

had been moved back half an inch, or so. It wasn't enough to stand out, but there was clearly some panel distortion in evidence. Ben used a Porta-Power to realign panels and all was once more right with the world.

Before attempting to fit the new bumper mouldings, Ben gave the panels behind them a coat of black stone-chip to add some protection. When it came to offering up the bumpers, the front one now fitted pretty well, but the rear proved to be slightly distorted (as is so often the way with glassfibre mouldings) and getting it aligned proved to be a real head scratcher. However, after some perseverance, we finally got the bumper mounted as best we could – it's not perfect but it's probably better than the majority of cars out there.

And, in case you're wondering, we dispensed with the original number plate lights in favour of a small LED unit designed for custom motorcycles – it's brighter, lighter and less obtrusive. As for the number plates, I ordered a set of stick-on plates



TECH: PROJECTS



from I Say, Ding Dong (yes, you did read that right...) whose service is second to none. I ordered them on a Monday evening and they arrived in the post on Wednesday. Not bad, eh?

Removing the side-marker lights had been high on my list of priorities since I bought the car almost a year ago (is it really that long?). They do nothing for the aesthetics and have always looked to me like an ill-conceived afterthought. Which I guess they were. Removal is straightforward but they leave holes in the wing panel for which there is no alternative

but to weld in a patch and blend in. My biggest fear was being able to match the 15-year old paint, but that was no problem for Ben Lewis's team.

However, although the side markers had been dispensed with, Ben wasn't happy with the paintwork in general and 'mopped' the car to bring out the shine. That worked a treat except that there was something not quite right with the bonnet, so he decided to repaint that in its entirety.

I have to say, the end result far exceeded my expectations as the Nepal Orange paint simply glows in the sunlight. With the new

bumpers, no side markers, the Fuchs wheels and lowered suspension, the 914 looks better than I'd dared to imagine.

But there's more to come, as the plan is to fit yet another set of wheels (watch this space) and Vintage Speed Taiwan is making me a custom silencer which should quieten things down a little. The Dansk is just a bit too loud for my taste, and not in a good way.

Next time, we take a look at the carburettors and have another trip to the rolling road, where we finally achieve the goal we'd been aiming for. **PW**

I can't get over how much better the car looked with the lightweight bumpers fitted. Rear one caused a few problems, though...

Left to right: Patch panel cut to shape, and then welded in place; small skim of filler was all that was needed prior to primer and paint



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JOHNNY TIPLER

BOXSTER S

Occupation: Freelance writer, author
Previous Porsches: Carrera 3.2, 964 C2
Current Porsches: 986 Boxster S
Mods/options: MO30 suspension, Cargraphic exhaust headers and system, Gp4 Fuchs replica wheels
Contact: john.tipler@paston.co.uk
 johntipler.co.uk
This month: A thorough clean-up inside and out including the roof, plus the continuing warning light saga

Job done, I clamber behind the wheel. There's a momentary frown; this doesn't feel like my Boxster's steering wheel; it feels more like a press car loaned by Porsche GB! Such is the transformation from yesterday's grease-impregnated rim that it takes a few miles to become acclimatised to this novel, svelte cleanliness. It literally feels like a thinner, sleeker wheel rim. Though of course it's not; it's simply minus a layer of crud. The impact of a clean-up wasn't lost on the rest of the Terra-Cotta upholstery, the treated seats slippery to the backside and now zinging out in a shiny orangeness that's almost demanding of sunglasses.

What motivated me to book the Boxster in with Chris Bell at his HD Valeting and Detailing (highdefinitionvaleting.co.uk) operation close to the Norfolk Broads? It's done 70k miles now, a figure almost double what it was when I bought it from its 'one lady owner' courtesy of SCS Porsche at Honiton, and during my two-and-a-half years' tenure its cockpit hasn't once felt the suck of a Hoover, let alone the nourishing fluids of a leather treatment. More pit than cock. I have several excuses: one is that I am more of a stranger to the vacuum than The Clean-Up Woman, let alone Mrs T, and another is that the late-lamented Percy (he of the

dachshund persuasion) was an occasional, if reluctant, passenger, thereby unintentionally augmenting the Augean stables scenario that even Hercules would have turned his nose up at. Long overdue for a re-fresh, then.

Neither had the soft-top canopy been re-proofed, at least not during my tenure. Over the past several months, its lower extremities had become increasingly flecked with bright, lime-green mildew, if nothing else an alien mismatch with the Etna Blue and Terra-Cotta hues. Who knew what manner of devilment I was fostering. So, a thorough clean and re-proofing was the valet's second commission. He'd want it overnight for that, simply because it needed to dry off completely after the washing procedure before the Fabsil proofing fluid could be applied. Chris of HD explains the methodology: 'If it's been left uncleaned for a period of time, algae and mould will grow from the spores, or if the car's been stuck underneath a tree you'll find sap on a lot of convertible roofs. We have a product called Lime Prewash, which is a strong cleaner, but not so strong that it would damage the actual fabric. It does a great job of removing the algae, and then I like to leave the car to dry overnight so it's thoroughly dry before putting the protection on. We use Fabsil Gold, and that will repel the water off the roof, whilst

adding some UV protection as well. We recommend having it done every year. You generally know when you need to reapply the Fabsil, because if the water is not sheeting off the roof, it means the product is beginning to fail. You'll notice when you wash it for the first time that the water sheets off rather than sits on the fabric and potentially soaks in, so it will be a lot easier to clean and a lot easier to dry, because the water will bead on the roof, or it'll be sheeting like off a duck's back.'

As for the exterior, the 11-coat Etna Blue spray-wrap (scratchandpeel.co.uk) is amazingly resilient, apparently self-healing, and as a result it is normally an eezee Sunday carwash. Anyway, as part of the spruce-up, Chris performed the wash 'n' wax treatment, and detailed the Group4 Fuchs wheels, paying attention to the red caliper housings behind them. He also gave the ContiSport sidewalls a shiny tart-up. The rag-top then received the shock of its life when he set about it with a rotary brush, working the suds into the canopy's fibres with the bristles to displace years of impregnated grime. That procedure took him two hours. Having sluiced the suds from the hood, the car was taken inside his spacious barn and placed in a bay where infra-red overhead lights and dryer could gently dry it off. The

Looking good. JT's Boxster gets an invigorating run at Coltishall airfield for feature in this issue



Getting clean again. Snowfoam (or similar) loosens the dirt. Hood comes in for particular attention. Rotary brush really works the cleaner in to remove the grime



Warning light issue remains a mystery, but something isn't talking to something else, sensor wise. Right: Interior now looks like new

windows instantly misted up, but there was no question of lowering the top to vent them as the canopy needed to be kept taut in order to dehydrate. Chris elaborates: 'There are quite a few fabric protectors out there for convertible roofs, and you can buy them in an aerosol or liquid form.' Indeed, the shelves in his reception area are stacked high with products for different applications. 'I prefer the liquid,' he says, 'because you can pour it into a jam jar and brush it on with a clean paint brush and get an even coverage, whereas with an aerosol it's very difficult to know where you've been, and if you're applying it outside, chances are the wind is blowing it around and you're not getting a thorough coverage.'

Meanwhile, the cabin upholstery was thoroughly vacuumed, and the leather dash and seats cleaned and protected using an appropriate product. Special attention was paid to those aspects of the controls sullied by sweaty human hand, specifically the handbrake lever, gearstick and gaiter, and – oh yes! – the steering wheel. 'We use our own all-purpose cleaner to take the dirt off the steering wheel rim. It's a mild alkaline, so it gives good cleaning but not enough to damage the leather or take any dye off. We don't put any coating on the steering wheel, but for the seats we apply a product called Leather Coat, which gives between three- to six-months' protection and is something that you could have a bottle of at home, and you could easily just spray it on and help rejuvenate the leather. That's all been done now, and it was quite soiled in places because it's been left for a period of time. It's not so noticeable just how dirty they are with black leather or a black steering wheel, but on something a little bit lighter like this Terra-Cotta you notice the soiling a lot more.' Soiled! What can have been going on?

Next morning, Mrs T dropped me off and I

walked the mile or so to HD Valeting's agricultural location. He'd started early. Not only had the top dried off overnight, he had begun applying the Fabsil re-proofing fluid, applying it with the care of a house painter dipping a 2in paintbrush into a jam-jar half full of the magic liquor. 'It's had three layers (coats),' he explains, 'and we use the infra-red lamps to help cure it and dry it in between each layer, so we need to make sure it's dry before putting another layer on top, otherwise all you're doing is putting a layer onto the wet.' The drying process continued under the bright lights and heaters, as I needed the car, but had I left it another day it would have dried naturally.

The refreshed cockpit was underscored by the fitting of a brand-new pair of terra-cotta floor mats, supplied by Porscheshop, and matching the rest of the now-pristine upholstery. It's almost too clean to dare get into; having done a training session at a local National Trust park (yes, it's come to this) the following day, I had to sacrifice a garment to keep my muddy Salewa footwear off the new mat. It's amazing how inhibited one becomes about carting soiled goods around – that's to say, sacks of coal or firewood logs; how long will this last? Till the new puppy arrives, probably, and we can get on with the rewinding.

There's been another result, though perhaps inconclusive, and that's a solution of sorts to the mystery of the "engine warning" message that randomly popped up, urging me to "drive to garage". You'll recall, perhaps, Dear Reader, that I've muddled around with glorious rasp-inducing cat-bypass pipes, and been obliged to have race-cat pipes fitted in order to pass the MOT – all components obtained from Porscheshop and fitted first by local specialists Trofeo and then William Hewitt Porsche. Between those two pipework

installations, the car went on the rolling road dyno at Clive Atthowe's in Norwich, where power output was raised to 269bhp. A savage shake-up on Belgian Pavé when attending a pal's wedding proved the warning light's Waterloo, throwing all possible on-board alarms into chaos. With the new race-cat pipes came new sensors, and the PSM and Brake failure warning lights were thereby suppressed – apart from the one suggesting an engine issue. The proposition was that the ECU was modified prior to the race-cat pipes being fitted, and somehow the new sensors were confused by the older settings. Back at Clive Atthowe's, he ran a succession of computer checks, which pointed not to a disharmony between sensors and ECU settings, but rather to cylinder bank 1 running a tad too lean. So, that may or may not prove to be the case, and, at some point, it will need addressing, most likely if the warning light rears its unwelcome head again. If there is any clue at all, I noticed that it came on whilst running at lower revs, so now I'm hardly ever below 2000rpm in any gear. Still, if nothing else, it has encouraged me to visit the higher numbers of the rev band!

And, as luck would have it, the chance to open it up in a traffic-free environment came about when we did the photoshoot for the Modern Classics feature, which you can read about elsewhere in this very issue. We rented a disused aerodrome, and the perimeter runways provided the perfect location to max-out around the curves as I flashed to-and-fro for snapper Simon's lenses. There's a lot to be said for the free-revving 3.2 flat-six, howling as it soars around the upper reaches of the rev-band, and the totally confidence-inspiring stiffness of the chassis on its Mo30 suspension and broad ContiSport rubber. You only have to experience that a few times to rekindle any flagging enthusiasm for your Porsche. **PW**

CONTACT

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Detailing
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SCS Porsche
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Porscheshop
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Clive Atthowe
Tuning
enginertuning.net

William Hewitt
Porsche
williamhewitt
porsche.co.uk

Chris Bell at HD
Valeting and
Detailing applies
Fabsil water proofer
to Boxster's roof.
Right: Bake off, as
solution is cured



CALLED TO THE BAR

If your Porsche could be sold new without a rear anti-roll bar, does it need one now? Chris Horton is not convinced, but having acquired one for the 924S he thought he might as well give it a try



Only once in my life have I had the pleasure of choosing the precise specification of a brand-new car – and that, as a company vehicle, within various budgetary and even hierarchical constraints. So I have always been mildly curious about why all the many others I have bought with my own money came to have the optional extras with which they were equipped. Or in certain cases *not* equipped.

Why, for instance, did the man – or woman – who first purchased my old red 924S new in 1985 decide that they could do without power-assisted steering? And why on earth did Porsche ever imagine that it was acceptable to sell the thing without it in the first place? As I have observed before in these pages, the car was virtually undriveable at parking speed until I installed the power rack, plus the pump and associated pipework, from a donor vehicle. Was that first owner a champion bodybuilder? Or did they simply not have a test-drive before signing on the dotted line? Surely they could have afforded it?

My current Stone Grey 'S' is in that respect only slightly less baffling. It certainly has that all-important power steering, together with electric and heated door mirrors (both features long since defunct), electric windows, headlamp washers (ditto), rear wiper (ditto again...) and sunroof. But bizarrely – and this is meant to be a sports car, let's not forget – no rear anti-roll bar. I would be the first to

admit that these devices are not necessarily of much practical use – I seem to remember that for some months I drove the red car minus its front ARB, and even did a trackday, without noticing the slightest difference – but surely this of all 'add-ons' is the kind of device you would provide as a matter of course. (But then back in the mid-1980s, I suppose, Porsche needed all the income it could possibly generate. It's a wonder it didn't charge extra for seats and wheels.)

So I can't say that I have ever felt the absence of said ARB to be a great practical loss. A sports car the 924S may be, but out on the public highway, where the pot-holes are becoming deep enough to swallow medium-sized animals, and 'A'-road speed limits are reducing all the time, it is largely an irrelevance. An affectation, even, like so many other go-faster devices. I am more interested in good brakes, accurate steering, and the relatively soft springs from which, in very broad terms, derives the wheels' ability to follow the appalling surface more closely, and thus to grip more securely. (And to provide the necessary ride comfort. More on this in a future how-to.) Even so, having acquired from a now long-forgotten source both a second-hand anti-roll bar and the various items of mounting hardware, I thought I might just as well fit them. Hope springs eternal...

Actually, it would be more accurate to say 'to continue to fit them'. The two 'U'-shaped brackets for the mounting bushes I had

installed perhaps a couple of years ago, when I had the car up on a lift – in part just to find a home for them so that they didn't get lost.

And even today, with some confusion remaining about the precise internal diameter of the bushes that I need (see below), the ARB itself remains to be added. But what you might call the hard work – fitting the mounting pins on the suspension arms for the drop-links – is done and dusted (considerably more easily than I had anticipated, in fact), and I should in due course be able to fit the bar itself with the vehicle raised on a couple of axle-stands on my driveway.

'More easily than I anticipated'? Amazingly, yes. The M10-threaded pin for each drop-link is an integral part of the camber adjuster for the rear suspension, which passes through first the vertical 'blade' attached to the transverse torsion-bar road spring and then the hub carrier. That outer end has an M12 thread. It was a safe bet that the original items, each minus the necessary inner pin, had lain undisturbed since the car was assembled, back in autumn 1985. And an even safer one that, given a combination of steel and light-alloy parts routinely bathed in water and mud these past 34 years, they were going to be firmly seized in position. It was that, and the suspicion that I would end up also having to release the hub carriers' other two fixings (requiring the suspension geometry to be reset) that had previously deterred me from having a go at the job at

CHRIS HORTON

924S, 944

Occupation
Consultant editor,
911 & Porsche World

Previous Porsches 924S
Current Porsches 924S, 944

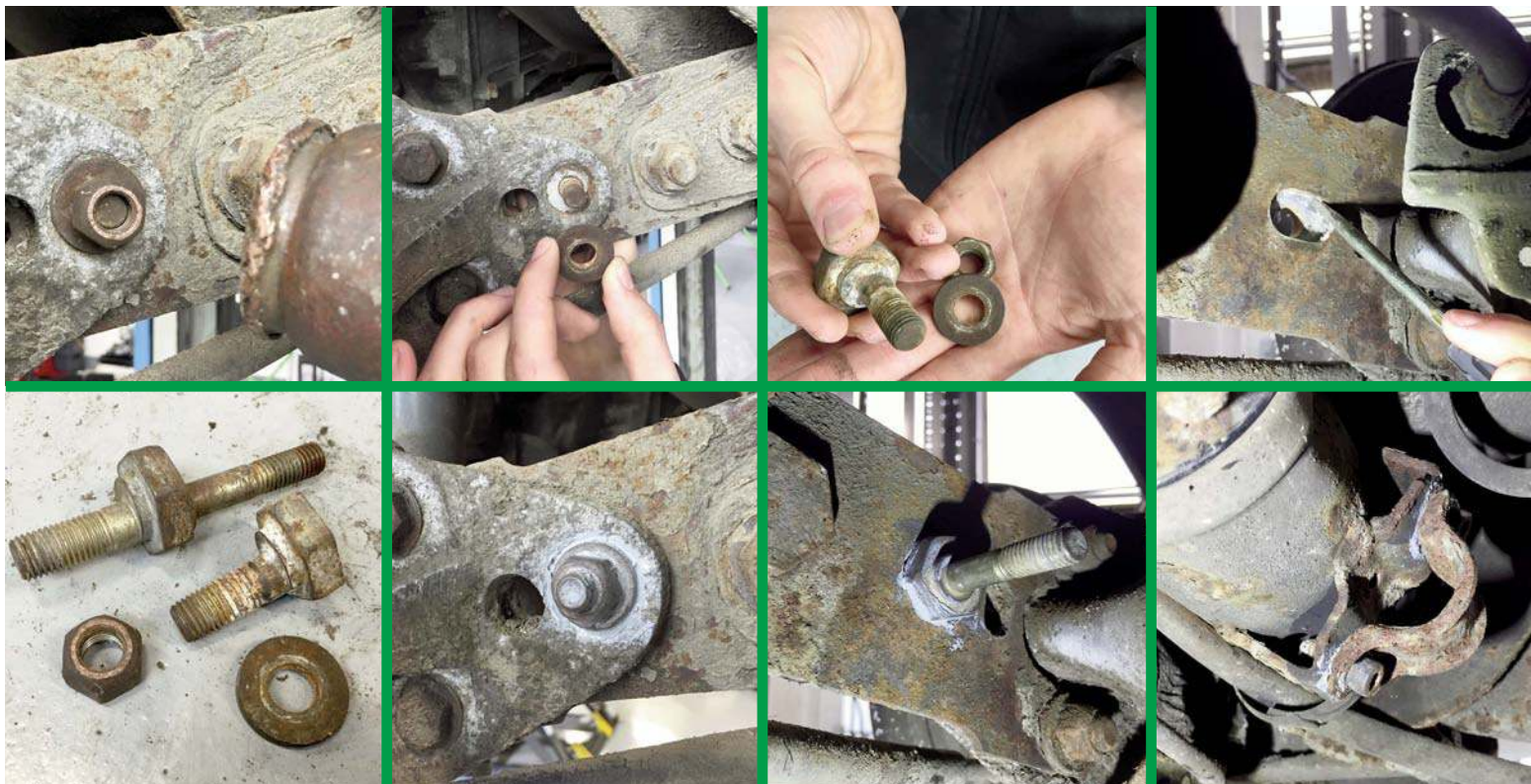
Mods/options
The only significant change is the 924S's later 944 wheels: same tele-dial pattern, but wider and with a slightly different offset – and much better looking

Contact
porscheman1956@yahoo.co.uk

This month
Installing the two attachment pins for the 924S's planned rear anti-roll bar – and realising that there will soon be many rather more pressing issues to be dealt with...

Drop-link mounting pins, doubling as rear-suspension camber adjusters, bolt through trailing arms. Choice of original Porsche or Powerflex ARB bushes, although as it turns out neither set is the right size for the nominally 16mm bar that Horton happens to have acquired. Back to the drawing-board on that one, then. Nyloc nuts unscrewed easily enough, allowing a good dose of penetrating oil past (initially stuck) washer, and into the mix of steel and light-alloy components





To our man's great surprise, hitting the outer end of each pin with a copper-faced hammer (with nut partially replaced to protect the threads) easily shifted first the washers, and then the pins themselves.

Corrosion inside adjustment slots was dug out with a thin screwdriver blade. 'New' pins replaced such that they naturally assumed the same positions as the old; suspension alignment is also preserved by virtue of not undoing the two locking nuts and bolts. Drop-links not required yet (see text), but fitted (below) to store them out of harm's way. Handbrake cable and fuel lines are the next items on the agenda.

Ideal for a how-to story or three!

home, and so when the chance came to get the car on one of the two-post lifts over at BS Motorsport I naturally jumped at it.

First step, with the rear wheels off for improved access, was to spray everything in sight with Würth's excellent Rost-Off Blue Ice penetrating spray, and then, once that had had a few minutes to soak in through the accumulated rust and dirt, to undo the 19mm Nyloc nut on the outer end of each original pin. More Rost-Off, screw the nut back on just a few turns, and then hit it hard with a large and heavy copper-faced hammer. (I am unlikely to be needing the old pins again, but there's no point in damaging the threads if you can possibly avoid it.) Predictably, this did little more than vibrate loose the large washer behind the nut, previously embedded in the corrosion, but that allowed me to get more Rost-Off actually into the hole through the hub carrier and the spring blade, and further vigorous hammer blows quickly produced that subtle but always reassuring change of note that tells you when something like this has finally started moving.

Working from the other side of the spring blade, I used a small screwdriver to dig out as much corrosion and dirt as possible from

the now exposed slot in the steel plate. A generous dab of Würth anti-seize paste on the new pin/adjuster, and it slid home perfectly, rotating nicely until the eccentric section was in the correct position. Still more grease on the outer end of the pin, together with the washer and the Nyloc, and then tighten them until the large hexagon on the inside just begins to be pulled up against the steel blade. This will enable you to rotate it to its natural position without the risk of damaging that eccentric shoulder – or the corresponding areas of the blade and the hub carrier, of course – as you fully tighten the Nyloc nut. You will need a 27mm spanner, ideally of the ring type, to counter-hold the pin.

Same procedure on the other side, slide on the drop-links (in part just to get them out of the way again) and secure them with new Nylocs, and the job's done. Ideally, of course, I would have fitted the anti-roll bar there and then, but neither the original Porsche nor the after-market Powerflex bushes I seem to have ended up with have the required internal diameter for the nominally 16mm bar, which some quick on-line research suggests must have come from a late-model 944. (And I still can't remember where this particular one

originated. The other diameters available for this range of cars were 14mm, 18mm and, for those with the sport-oriented M030 suspension option, 20mm.) More expense, then, which is a bit of a nuisance, but better than wasting time and energy trying to compress the essentially incompressible.

Besides, I am going to have plenty of other things under the back of the car to start spending money on. The outer sheath of the handbrake cable is disintegrating, where it emerges from the right-hand side of the floorpan, and unsurprisingly the fuel supply and return lines are looking increasingly unlikely to pass the next MOT test at the end of this year. Those of you with long memories might recall that this was a job I had done for me on my old red car, using flexible pipework in order to avoid having to remove the entire rear suspension crossmember. That's a tempting option here, as well, but given all the other issues – including a suspect fuel tank, repair or replacement of which is going to mean removing the transmission, and the corroded lines into and out of the fuel filter, I think I might just bite the bullet and strip out the entire rear end. It should all make for a worthwhile how-to story, anyway. **PW**





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Fits: Porsche 911 Coupé (2.7) 73-77

* OE numbers are just for reference.



KEEPING YOUR HEAD, WHEN ALL ABOUT YOU ARE LOSING THEIRS

Last month, you might recall, I began this column by describing some of the work that my friend and colleague, Rob Nugent at BS Motorsport in Buckinghamshire, was carrying out on his own 996 engine – a 2000-model 3.4.

He had stripped it in order

the exhaust manifold had broken, presumably while being undone on some previous occasion, and our hapless technician had somehow managed to drill them out so woefully inaccurately as to render the head – and even the manifold

that had been 'fitted' to replace them. Next step – shown in the first photo below left – was to cut a suitably coarse M14 thread into each now obviously much larger hole, and then a matching thread on a length of light-alloy rod of the appropriate

you will agree, has made a spectacularly neat job of rendering each rod effectively an integral part of the cylinder head (below). All that was necessary after that was to mill the face of the head perfectly flat, and then, using a good second-hand manifold

light-alloy rod and subsequent drilling – plus £200 for the laser-welding and another £400 or so for the Stomski jig. (And that will surely more than pay for itself in subsequent repairs on customers' cars. This is a problem that isn't going away any time soon.)



Basis of the repair to Rob Nugent's 996 cylinder head was a length of aluminium rod, threaded to M14 and then cut into short lengths. These were screwed into the previously drilled-out holes in the casting – again threaded to M14, of course – by means of a simple slot in each projecting end, and then very permanently laser-welded into position. Just look at the precision of that joint (top right). The surface of the head was then machined flat and, using first an undamaged exhaust manifold and then the Stomski Racing jig, Rob marked out and drilled the new holes, ready for M8 Time-Serts. Next job is (very lightly) to skim the cylinder-block face of each head, and if necessary to source the appropriate thicker gaskets to maintain the compression ratio at the correct level. More on this aspect of the project in a month or two

to track down and hopefully cure the inevitable spurious noise that had developed, discovering in the process that a previous owner, or perhaps his mechanic, had comprehensively butchered one of the cylinder heads. All six of the M8 screws securing

– almost fit for the scrap bin. It wasn't a problem for Rob, though. I demonstrated last time how, using both his then newly acquired Stomski Racing jig and a pillar drill, he had accurately excised the remains of either the old screws or the threaded inserts

diameter. This was divided into short lengths, and each one screwed tightly into position via a simple slot cut in the protruding ends. Lacking suitable laser-welding facilities, Rob had to farm out the next stage to a local specialist who, as I think

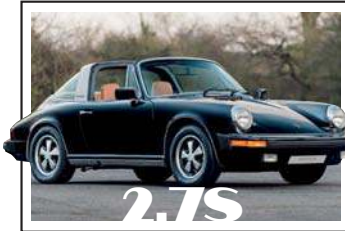
as an initial template, to drill the first new hole, carefully position the jig, and finally drill out the remaining five. More easy drilling and tapping for some M8 Time-Sert inserts, and the job was done. Cost? Around six hours of Rob's own spare time for the

But that was immeasurably cheaper than a brand-new or even a sound, used head, and brings with it the satisfaction of knowing that, with decent manifold screws instead of the rubbish Porsche items, the repair should now be good for the life of the car.

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by  PAUL STEPHENS

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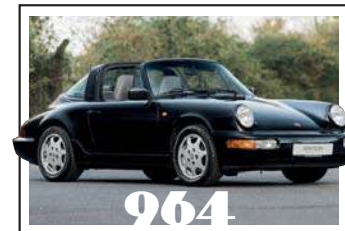


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SHAKE, RATTLE AND ROLL

These are, perhaps inevitably, not the best-quality pictures ever to grace these pages. But that's what you get from screen grabs derived from e-mailed smartphone videos – and I think they still convey pretty accurately what an idling 996 clutch and then bare flywheel look like. Best not get too close, anyway...

They – the videos, that is, and from which I have taken the screen shots – were sent to me by a *911 & Porsche World* reader and 996 Carrera owner, who wishes to remain anonymous. He is naturally concerned about what can best be described as an intermittent but still fairly regular light tinkling sound

when the engine is running.

The video clips originated with his independent Porsche specialist, who our man has entrusted with the task of finding and eliminating the source – and who, as you will have deduced, has already thought commendably laterally, and run the engine *sans* gearbox in an effort both to eliminate that from enquiries and also physically to examine the clutch and the flywheel.

I shall let our reader himself take up the story. 'I am really scratching my head here, Chris, with a rattle coming from what I thought could be the dual-mass flywheel in my 1998 996 Carrera 2 with manual transmission. The engine also

has a slight but noticeable vibration at tickover.

'My local independent first suspected an ignition issue – reading the fault codes during the last two services has shown a misfire on all six cylinders at idle – and so he went to the trouble of taking the ECU out of his own almost identical car and, after doing the necessary recoding, temporarily fitting it to mine.

'That made no difference, so the next step was to take out the gearbox and run the engine to find out if he could see and/or hear what might be going on inside the clutch housing – that was the first video I sent you. That was inconclusive, so then he took off the clutch and the dual-mass flywheel, quickly discovering that the latter appeared to have virtually none of the required radial damping action.

'Not unreasonably assuming that to be the cause of the problem, he ordered and fitted a new DMF, but the noise was still there. And for which reason he subsequently refitted my original flywheel. No point in spending all that money if I don't need to! Next, he tried a used but good crankshaft position sensor, disconnected both lambda sensors, and even tried new Variocam solenoids and a MAF sensor – but nothing made the slightest difference to either the misfire or the noise.

'The car has done 103,000 miles, with a full engine rebuild at approximately 100,000 miles in 2012, when it was in the hands of the owner before me. I have the invoice for this. I bought the car about five years ago, and as you can probably tell from those mileage figures I don't drive it much.'

My own first reaction was to suspect a possible timing-chain issue. This being a printed magazine I obviously can't let you hear the noise for yourselves, but it is definitely far too light in tone to be the dreaded cylinder-bore scoring, or worn crankshaft bearings – or even a small-end bearing. And if not that, then perhaps – horror of horrors – the intermediate-shaft bearing. Maybe something to do with the clutch friction plate or pressure plate.

Fair point, agreed my correspondent, when we later spoke on the phone. 'But my



There is a not inconsiderable amount of work involved in removing a 996 gearbox (see last month's how-to story) and then enabling the engine to be run such that one can (hopefully!) track down a mysterious noise, but desperate times call for desperate measures. Here, with the clutch still in place, the light tinkling noise sounded to us very much like a timing-chain problem

specialist also ran the engine without the clutch – that's the second video – and although the noise was quieter, perhaps suggesting that the combined weight of the cover and the friction plate was exacerbating the DMF issue, it was most definitely still there.

'IMS bearing? Well, yes, I suppose it could be that, but my specialist assures me that there was no tell-tale swarf in the engine oil at any of the services he has carried out for me over the last five years, so I would doubt it.

'Either way, there are still fault codes coming up for misfires – two on each cylinder bank, and all in the lower rev range. Needless to say, any help you can offer would be much appreciated!'

Plainly there remains quite a lot more diagnostic work to be done on this one – if it were my engine I would be having the IMS bearing out for close inspection, and I have suggested as much – but in the meantime I am throwing it open to the floor, as it were. I am convinced that someone out there must already have experienced and hopefully cured the same issue.

And there is always the possibility, of course, that there are two entirely separate faults going on here: the misfiring, perhaps because of faulty coil packs (it certainly wouldn't be the first time for one of these engines, would it?), and whatever mechanical malady is causing the noise. We shall see. **PW**



The engine was run again minus the clutch, and in the video clip we have seen – and from which came these two screen grabs – the noise was far less obvious. That tends to point to a clutch problem, but we'd suspect either the IMS bearing or the short chain (and its tensioner) between the crankshaft and the IMS – and as a 1998 unit this engine would have the original duplex chain rather than the later – and supposedly quieter – 'Hy-Vo' item. More on this in due course, ideally when we know the definitive answer

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BUYERS' GUIDE

987-MODEL BOXSTER/BOXSTER S

The original 1996 986-series Boxster was brilliant in design and execution: super modern but with just the right amount of retro in its styling, and sharing enough componentry with the 996 911 to allow efficient production. Yet there were notable shortfalls. The 2.5-litre engine was gutless, the plastic rear screen in the hood creased and cracked, and the interior looked cheap.

Two of these issues had been addressed by the end of the model's life in 2004, the 2.5-litre flat-six upped to 2.7 litres, while the 2002 facelift brought a glass rear window. But for the 987-model, now available for £5000, engineers found plenty to change – 80 per cent of it was new, Porsche said.

This Buyers' Guide looks at the first four years of 987s, gen 1 cars made up until the November 2008 facelift which introduced the Direct Fuel Injection (DFI) engine for the Boxster S and also the PDK gearbox. The carried-over 2.7-litre engine's output was 240bhp and 199lb ft, increases of five and four per cent, while the S unit rose eight and four per cent to 280bhp/236lb ft. On both models, the improvements were achieved with revised inlet and exhaust manifolds.

The manual gearbox was updated for a shorter shift, coming as a six-speed on the Boxster S while the Boxster made do with five speeds (although the extra ratio was, along with PASM active

suspension, part of the optional Sport pack). A five-speed Tiptronic S automatic transmission was available for both models.

The suspension was retuned and made lighter by aluminium componentry, the track widened and variable-rate power-assisted steering from the 997-series 911 imported. The Boxster wore 17-inch wheels and the S 18s, with a range of 18/19-inch factory options.

The most obvious styling change was the switch away from the drooping headlamp cluster to a more rounded design. In the cabin, the three-dial instrument display was retained, but all fittings and trim were upgraded, bringing a true quality feel to the interior.

In August 2006 both engines were equipped with VarioCam Plus valve control. The Boxster rose by 5bhp to 245bhp and torque fractionally to 201lb ft, but more significantly the S unit was increased to 3.4 litres and produced 15bhp more at 295bhp, and torque rose by 15lb ft to 251. At the same time, servicing access was improved, the coolant and oil fillers placed behind a flap in the rear boot instead of being exposed.

The 19-inch wheels from the 911 Turbo were added to the options list. This was the final Boxster/S spec, although one year before Porsche had turned out two limited edition models, the S-based RS 60 Spyder recalling the 718 RS 60 Spyder racer of the early 1960s, and the equipment laden Sport Edition.

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OVERVIEW

The Boxster S is the preferred model, with its extra grunt, but both are sublime to drive, with their wonderful mid-engined chassis balance. But the pre-DFI, M97 engines can suffer two major problems: a worn bearing on intermediate shaft (IMS), which drives the oil pump and camshafts, that can let go and cause serious damage, and cylinder bore wear. However, according to Paul Stacey of specialist Northway Porsche in Berkshire, the problem may be less widespread than many think: 'I'd say it's under five per cent of cars, and we've seen 200,000-mile Boxsters on their original engine.'



SPECIFICATIONS

987-MODEL GEN 1 PORSCHE BOXSTER (MANUAL/TIPTRONIC S)

	Boxster	Boxster S
Engine	2687cc flat-six water-cooled	3179cc flat-six water-cooled
Transmission	5, 6-sp manual, 5-sp auto	6-speed manual/5-sp auto
Brakes (F/R)	Vented cross-drilled discs	Vented cross-drilled discs
Standard wheels	17-inch	18-inch
Tyres (F/R)	205/55 ZR17, 235/50 ZR17	235/40 ZR18, 265/40 ZR18
Weight	1295/1355kg	1345/1385kg
Max power	240bhp at 6400rpm	280bhp at 6200rpm
Max torque	199lb ft at 4700rpm	236lb ft at 4700rpm
0-62mph	6.2/7.1sec	5.5/6.3sec
Max speed	159/155mph	167/162mph
Fuel MPG	29.4/26.6mpg	27.2/25.7mpg
CO2 emissions	229/253g/km	248/262g/km

Figures are for pre-June 2006 cars, fuel consumption NEDC

WHAT YOU'LL PAY

£5000-£6000: 2004 or 2005 2.7s, may have mileage well over 100,000 and patchy service history

£7000-£9000: 2005 and 2006 2.7s, with 80,000-100,000 miles, a few 3.2 S models at this price

£9000-£11,000: 2006 cars, choice of Boxster S widens at this price point

£11,000-£14,000: 2007 and 2008 pre-facelift Boxsters, 2007 S models

£14,000-£16,000: 2007 and 2008 Boxster S, with under 50,000 miles, good spec

THE PROBLEMS

Engine

When IMS failure strikes, there is little or no warning. 'When you start the engine, you might hear a rattling noise and then find eight litres of oil dumped on the driveway,' Northway's Paul Stacey tells us.

The much-discussed bore wear issue is widely reckoned to be due to a deterioration of the cylinder liners, and persisted until the late 2008 DFI cars. However, Paul believes it is due to the design of the waterways around the cylinder bores, which can cause the engine to overheat, and the piston skirt to wear against the cylinder wall. The only cure is an engine re-build. 'Wipe your finger on the inside top of the exhaust tailpipe to make sure there is no soot there, and if the engine is burning more than a litre of oil every 800 to 1000 miles, that's a sign that there is wear,' he advises. Check the cross-over coolant pipes for the nose mounted radiators, which can swell, split and leak.

Suspension

Road springs often break – this isn't as obvious as

you might think, and may only being picked up at an MOT test. 'The front springs tend to snap more than the rear ones,' Paul advises 'The car might be down slightly at one side, or you may feel a clonking noise when cornering, as the broken spring gets wound up.' To check if they are broken, reach into the strut assembly and feel around the bottom of the springs for any jagged metal. More recently Paul has come across seized lower suspension arms, that have had to be cut off for replacement.

Brakes

Expect 30,000 miles from a set of brake discs and pads – unless the discs have rusted badly. 'They tend to corrode on the inside,' Paul explains. 'From the outside they can look nice and shiny, but they may be rotted out on the back.' To check, feel around the caliper and back plate, and listen for a grinding noise during braking.

Electrics

Ignition packs, one for each spark plug and attached to the end of the plug, can fail. These can be

replaced individually, but if one has gone, the other five are suspect, too. 'The plastic cracks and lets moisture in, so if it's a wet day you're likely to get an engine misfire,' Paul says.

Water ingress to the back of the cabin can short out electrical control modules and cause the tail lights to go on and the hood to attempt to lower itself. 'Put your hand behind the carpet on the firewall at the bottom behind the passenger's seat, and you'll feel an inch and a half of foam,' Paul explains, 'If that is soaking wet, you have a problem.'

Hood

The hood system has two vulnerable aspects. The first is the tendency of the drive arms to snap, or wear out their plastic ball sockets, and the second is for one of the two cables to break; in both cases the hood will not lower or raise properly. Should the hood canvas need replacing for any reason, owners have the choice of ordering from Porsche, or from an independent trimmer. If opting for the latter, it is important that the glass rear screen is bonded in properly. **PW**

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Porsche 964 M491 Carrera 4 3.6L 1994, Manual Gearbox, LHD, Midnight blue.



Porsche 911E 1972 2.4 Coupe "Oil Klapper", Manual Gearbox, LHD, Gold Metallic 88 with Brown leather interior.



Porsche 911T 1971 2.2 Coupe Manual Gearbox, LHD, Irish Green 1515 with Black interior.



Porsche 911T 1973 Coupe 2.4L, Manual Gearbox, LHD, Sepia Brown with Dark Brown interior.



Porsche 911T 1968 Coupe SWB, Manual Gearbox, LHD, Polo Red with Black interior.

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SOLD AT AUCTION

Business at the first international auction of 2020 – mid-January, Arizona – was noticeably brisker than it had been as 2019 closed. David Sutherland looks at four Porsches that changed hands through Bonhams, Gooding & Company and RM Sotheby's

Images: 914/6 GT, Brian Henniker; Carrera GT, Angus MacKenzie; 911 GT3 RS, Josh Hway; 928, Bonhams

PORSCHE 914/6 GT

Chassis 914 043 1017 is one of only 16 examples that the Porsche Racing Department built in 1970 for customer use. Originally invoiced to French importer Sonauto as a standard Light Ivory 914/6, the car remained at the Zuffenhausen factory and was converted to GT specifications similar to Porsche's own works team cars. As completed, chassis 1017 is an example of the variant three level of the internal "D" sports classification at Porsche – the highest, full-race category for the 914/6 GT. This desirable specification included the most powerful engine available, equipped with twin-plug ignition, Weber 46 IDA carburetors, and 906-type camshafts.

In late 1970, the new 914/6 GT was sold to its first owner Jacques Duval, the celebrated French Canadian journalist and racing driver. When it arrived in Canada on January 6, 1971, it was one of the first examples to arrive in North America. Duval refinished the Porsche in a vibrant lemon orange livery and prepared it for racing, fitting Fuchs wheels up front, Minilites at the rear, and Cibie lights.

The Porsche made its competition debut at the 24 Hours of Daytona held on 30th and 31st January, 1971. One of four 914/6 GTs entered in the under two-litre category for grand touring cars, 1017 wore race number 5 and was driven by Duval, Canadian George Nicholas and American Bob Bailey. In a race dominated by Porsche and Ferrari prototypes, the 914/6 GT finished first in Class and seventh overall.

Following this successful outing, the

914/6 GT next appeared at the 12 Hours of Sebring in March, Duval, Nicholas and Bailey managing a creditable fourth in Class finish, behind two 911s and the Brumos 914/6 GT of Gregg and Haywood. In its last competitive outing, the Porsche placed 1st in Class and 3rd Overall.

Following its track racing career, 1017 was sold to Jerry Huffman, a devoted Porsche enthusiast and one-time president of the Potomac Region Porsche Club of America (PCA). During his ownership, the 914/6 GT was detuned for road use, repainted silver, and was displayed in the 1974 Porsche Parade.

The car's next owner, Gary Wigglesworth, autocrossed it on the national Pro Solo circuit, placing third in 1988 and second in 1989, while capturing the SCCA Division championships both years. When 1017 was invited to take part in a historic tribute at the 1991 24 Hours of Daytona, Mr Wigglesworth returned the car

PORSCHE 914/6 GT

Sale lot no: 33

Year: 1970

Chassis no: 914 043 1017

Auction: Gooding & Company, Scottsdale Auction

Where: Scottsdale Fashion Square, Arizona, USA

When: 17th January, 2020

Pre-sale estimate: \$1m–\$1.3m (£770,000–£1m)

Sold for: \$995,000 (£766,500)

to its original Sunoco livery, carefully matching the colours to original sections found on the car.

In the hands of its next owner, Tom Burdge, the 914/6 GT was displayed at Rennsport Reunion III, fittingly held at the Daytona International Speedway. In 2015, while in the ownership of noted restorer and Porsche enthusiast Mark Allin, 1017 was shown at the Amelia Island Concours d'Elegance in a class honouring the Porsche 914. Today, this factory-built 914/6 GT remains in correct, original order.

Big money for a 914/6, but then there's not many with this sort of race history and pedigree



PORSCHE 911 GT3 RS 3.6 (1997)

Named for the FIA racing class it was designed for, the Type 996 GT3 was introduced in 1999. Similar to Porsche's past RS models, the GT3 was racing focused, and devoid of items that added unnecessary weight or detracted from performance. For 2006, the Type 997 GT3 was launched with a new 3.6-litre, 409bhp engine, Porsche's active PASM suspension system and "zero lift" aerodynamics. An RS variant upped the ante with additional weight reduction, and increased grip and stability via a wider rear track and bodywork. Porsche conservatively estimated the 997 GT3 RS as shooting to 60mph in 4.2 seconds and having a 192mph top speed.

This 2008 Porsche 911 GT3 RS was delivered new to its first of just two owners through Pacific Porsche of Torrance, California, in October 2007. One of 90 examples finished in extra-cost orange paint for North America, this GT3 RS was specified with a contrasting black leather

interior. Other notable options include Porsche's ceramic composite brakes, bi-xenon headlights, Chrono Package Plus, and PCM navigation.

Displaying less than 7000 miles on its odometer, this RS is supplied with books, tools, tyre inflator, window sticker, a CARFAX Vehicle History Report showing servicing, while a Digital Motor Electronics (DME) printout shows zero over-revs. Low production, and an eye-catching colour in one of the most visceral Porsches ever

PORSCHE 911 GT3 RS 3.6 (1997)

Sale lot no: 130

Year: 2008

Chassis no: WPoAC29918S792152

Auction: Gooding & Company, Scottsdale Auction

Where: Scottsdale Fashion Square, Arizona, USA

When: 18th January, 2020

Pre-sale estimate: \$175,000–\$225,000 (£134,800–£173,300)

Sold for: \$201,600 (£155,300)

made, this GT3 RS is a great addition to a collection, or to drive and enjoy.



PORSCHE CARRERA GT

After Porsche's thrilling triumph at the 1998 24 Hours of Le Mans, in which the purpose-developed 911 GT1 secured a dominating 1-2 finish, much discussion mounted about the potential build of a commemorative racing model. At the Paris Salon two years later, Stuttgart unveiled a new concept car, a supercar project that eventually became the Carrera GT.

Available for deliveries in 2004, the Carrera GT was clearly predicated on the race car principles of low weight and extreme power, starting with a 100kg tub of carbon-fibre reinforced plastic (CFRP). The lightweight material also composed the engine subframe.

Originally developed as a Le Mans prototype engine, the 5.7-litre aluminium V10 utilised an unusual vee angle of 68 degrees and employed aluminium pistons and an aluminium intake manifold, titanium connecting rods, and a forged crankshaft to maintain a low weight. Dry-sump lubrication allowed for the rear-placed motor to lie very low within its subframe, and a carbon ceramic clutch and low-mass flywheel contributed to free-revving low-inertia performance encapsulated by a redline of 8400rpm. Developing 597bhp at 8000rpm and 435lb ft torque, the V10 was mated to a six-speed manual transaxle.

Through four years of specialised production, just 1270 examples of the

Carrera GT were built worldwide, and 644 were specified for the United States.

Claiming important ownership provenance and minimal use, this well-maintained Carrera GT is a highly desirable example of the venerable 2000s Porsche supercar. Chassis no. 001301 is a US-spec example that was factory finished in black paint over a dark grey leather interior and optioned with a carbon-fibre steering wheel and matching gearshift knob. As demonstrated by a title on file, the car was delivered new to Antoine "Tony" Kanaan, the famous open-wheel race car driver who won the 2013 Indianapolis 500 and was champion of the IndyCar Series in 2004.

Experiencing a life of mild use and fastidious upkeep, the Porsche was subsequently imported to Canada and currently displays 2540 miles. It had recently



PORSCHE CARRERA GT

Sale lot no: 164

Year: 2005

Chassis no: WP0CA29805L001301

Auction: RM Sotheby's, Arizona Sale

Where: Arizona Biltmore Resort and Spa, Phoenix, USA

When: 17th January

Pre-sale estimate: \$750,000–\$850,00 (£577,800–£654,800)

Sold for: \$786,000 (£605,500)

undergone an inspection by Porsche Calgary, and the clutch was deemed to be within the manufacturer's recommended tolerances, while minor repairs were made to the spoiler and a fluid service was performed. The car is currently fitted with a Tubi exhaust system, although the original factory unit is included with the sale. Furthermore, the car includes its original owner's manuals, car cover and partial matching luggage set.

Minimal use as you would expect for this Carrera GT and a sale price between upper and lower estimates



PORSCHE 928

The 928 was for a different sort of individual. The then atypical Porsche combined a transmission, axle and differential in one integrated assembly in the rear. The front-mounted type M28 single overhead camshaft, water-cooled V8 engine displaced 4.5 litres and featured a Bosch K-Jetronic fuel injection system – and just as atypical from its rear-engined siblings, this configuration helped the new "Type 928" for 1977 achieve near 50/50 weight distribution. The car technically different from others on the road had the right to look different. Catching the attention of many including the likes of Stanley Kubrick and Steve Jobs, its lay-flat/pop-up headlamps (a nod to the Miura), flared wheelarches and curvy flanks can easily be described as a marvel of mid-century design.

Though given the cosmetic modesty of Porsche's exterior design, it's surprising to see quite the opposite once inside. While most other manufacturers of sports cars battled for attention and flash, unostentatious bodies would cloak alternative materials such as a cord, tweed and houndstooth. A daring selection of interior collections in the 1970s showed us just how wild the Stuttgart design studio could be. Though no one seating surface is more synonymous with the era than the chequered flag inspired Pasha seating which, in itself, is inspired by op artist

Bridget Riley's 1961 Movement in Squares. Like the very first 928 and the '77 Road & Track press vehicle (car 6), chassis 9288200477 is an example of an early narrow-bodied 928 that wears Riley's mid-century velour psychedelia.

Shrouded under largely original Cashmere beige paint and complete with its books, manuals and service records, this matching numbers Porsche is superbly well-preserved. The five-speed manual automobile, something of a rarity, has had just two owners, who between them covered less than 21,000 miles. There are recent servicing invoices, and every aspect of this water-cooled tourer can be described as excellent.



PORSCHE 928

Sale lot no: 11

Year: 1978

Chassis no: 9288200477

Engine no: 8280502

Auction: Bonhams, The Scottsdale Auction

Where: The Westin Kierland Resort & Spa, Phoenix, Arizona, USA

When: 16th January, 2020

Pre-sale estimate: \$45,000–\$55,000 (£34,700–£42,400)

Sold for: \$75,040 (£57,800)



The images and descriptions of the 914/6 GT and the 911 GT3 RS 3.6 appear courtesy of Gooding & Company (001 310 899 1960, goodingco.com); the images and description of the Carrera GT appear courtesy of RM Sotheby's (+44 (0)20 7851 7070, rmsothebys.com); the images and description of the 928 appear courtesy of Bonhams (+44 (0)20 7447 7447, bonhams.com). Sale prices include the buyer's premium.

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356 Porsche for sale

1965 356C Coupe, car is a show car but
a great driver, 9 out of a 10, have cared
for said car 40 years, serviced and
maintained very well, needs a new driver
who really wants a real nice collectable
car, worth more than asking price. Tel:
561 633 5901. Email: garyr356@aol.com
(Florida, USA).

£85,000

P0420/033

911

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MECHANICS FOR THE 21ST CENTURY
Hutton, Essex

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OR

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911



911 996 GT3 Mk2 shares for sale

I am a private owner with three rarely
used Porsches, hence selling three
quarter shares in my Porsche 911 996
GT3 Mk2. The GT3 Mk2 is a 04/04 in
Speed Yellow and has only covered
21,000 miles from new. It is a Comfort
spec model, with full black leather, bucket
seats with embossed headrests, ceramic
brakes with yellow calipers, which match
the bodywork, climate control, cruise
control, Litronic lights with headlamp
wash, FMDPSH, 2 owners from new, the
last owner for over fourteen years. The
vehicle has not been tracked and is truly
immaculate and is as it left the factory. I
am looking to sell three quarter shares,
making a total of four equal owners, each
share is £25,000, with a monthly payment
of £150, to cover insurance, servicing,
repairs and a contingency fund for future
expenditure. The vehicle cannot be
tracked, there is an online booking
system. This vehicle is based near
Retford, Nottinghamshire and is stored in
a Carcoon Veloce, an appreciating asset.
Please tel: 07540 786240 for further
information. P0420/005

1972 911T/E

Matching numbers car, older restoration
with big file of all works carried out, great
condition, runs fantastic, ready to use,
rare oil flap model (6 months only), silver,
black leather interior with Recaros, 2.4
MFI, recent alternator rebuild, fan and
cowl refurb and new belt, selling to fund
another toy (356A). Tel: 07742 043528.
Email: primotv3@googlemail.com
(Birmingham).

£75,000

P0420/058

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:
sammuhsin@hotmail.com (Tyne & Wear).
£27,000 P0420/021

PORSCHE WANTED

ANY MODEL
ANY AGE
ANY CONDITIONPlease contact Edward
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M: 07774 484 497

E: ejwclassiccars@btinternet.com

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911



1998 911 996 Carrera 2

3.4 manual in metallic silver with full black
leather interior. Only 98,000 miles and
service history, drives superb and is in
excellent condition, MOT until March 29th
2020, factory options include limited slip
diff, sunroof delete, electric windows and
mirrors, ABS, airbags, GT3 wheels, air
conditioning (although not cold), new
Bilsteins/ battery/brakes. Tel: 07971
870528. Email:
matthewaspley@yahoo.com
(Monmouthshire).

£13,495

P0420/024

911



911 SC Cabriolet

1983, D series, LHD, only 2406 Euro
spec models made, 120,000 miles,
special order Garnet Red paintwork,
burgundy leather interior, BBS alloys,
extensive history, matching numbers,
Certificate of Authenticity, turbo tie rods,
Blaupunkt London radio cassette, wine
red hood and hood cover, garaged last 20
years, bought from and maintained by
Porsche specialist. Tel: 01452 790360.
Email: hughworsnip@btinternet.com
(Gloucester).

£42,000

P0420/020

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Payment
Call
Speak tourgently
immediate
today
Terry or Tom

Porsches bought & sold

01895 255222

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DEALER TALK:

911 SPORT

At Lincolnshire-based 911 Sport, proprietor Phillip Woolley must be doing something right because one customer is now on his 21st Porsche from him in 11 years



What and when was your first Porsche job?

Many years ago, to change a front wheel bearing on a 1970 911T while on work placement from college at Cooper Cars in Rothley, at that time a BMW dealer. I remember it like yesterday, as the weekend before I had been doing the same thing on a Jeans 1500 Beetle and thought, 'this is familiar'.

Where have you progressed to since then?

We have moved on in leaps and bounds, moving into premises we built ourselves in 2005 and now supplying some of the most desirable GT and limited number Porsches, while looking after our mainstream Porsche enthusiasts. We have a wide range of new and used vehicles and we also boast one of the most comprehensive Porsche workshops in the United Kingdom.

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

The cheapest we've done for ages was a fantastic Boxster 2.7, that came in part-exchange, for £5000, and most expensive a 911 GT2 RS at £575,000. We did sell a Ferrari F12tdf for £1.1m in 2018.

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

Depending on the budget, it would have to be the 981-model Cayman GTS. It's just a great all round car that never moves anywhere in value, and has

the most epic sound and driving capabilities for the money, and running costs are reasonable.

What warranty do your customers get on cars they buy?

All our cars come with either a Porsche warranty or our warranty which covers everything, even punctures, for the 12-month period.

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

We have a very good customer retention for both the workshop and car sales. One customer has had 21 cars in the last 11 years, and a good percentage of our customers are on at least their second Porsche.

What's presently the best value used Porsche?

The early 991-model 911 gen 2, along with the 718 Boxster, fantastic cars. Just so undesired because of the so-called lack of involvement. But things change and soon people will realise what they are missing as a usable car.

Which is the used Porsche everyone wants?

That's the car that doesn't exist. It's either the wrong price, wrong colour, wrong miles, wrong owners. But in general the most sought after seems to be the 997 gen 2 with PDK. The phone rings every day with people wanting one, usually below 50,000 miles and with a good history.

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

Every Porsche is a sound investment compared to products from other manufacturers! It so much depends on the amount you can afford to invest, but the good old faithfuls are always the 911 Carrera 3.2 and the fantastic 964 Carrera 2.

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

A 911 Sport Classic. Limited to just 250 units, Fuchs style alloy wheels, twin domed roof and duck tail spoiler...fantastic.

What was your first Porsche?

A 1980 911SC with a Turbo body kit, in pastel yellow and with a tartan interior. That's not made up.

What is your all-time favourite Porsche?

Again, a 911 Sport Classic, cars just don't get better than that.

What car do you drive every day?

A hard one, as every day is a different car day. But for an everyday Porsche, it would have to be a Cayenne.

Contact
911 Sport
Achurch Close
Boston Road Industrial
Estate
Horncastle LN9 6JS
+ 44 (0) 1507 527911
911sport.co.uk

PICKED OUT FROM THE CLASSIFIEDS: PORSCHE 928

After many years of being worth very little, of late the V8 coupe has been fetching over £50,000 at international auctions. But that's for pristine examples – what does £10,000 worth of 928 look like?

Used car dealer Allwood Automobiles in Waltham Cross, Hertfordshire was able to show us, with its 1982, X-registered 928S offered for £9995, that model having a 4.7-litre engine, originally delivered to then franchised Porsche dealer Charles Ivey in Fulham but soon exported to New Zealand. It had been in dry storage there for 15 years prior to its return to the UK in 2018, after which it has undergone a re-commissioning of brakes, belts and so on. And Allwood described it as a 'solid original rust-free example'. Mileage was stated as 92,900, and if you wanted to take on the challenge that 928 ownership can be, this might be a good starting point.



HELPING YOU MAINTAIN YOUR PORSCHE: PRESSURE WASHERS

With a wide range of affordable pressure washers at reasonable prices, you might be thinking: why pay for a car wash when it can be done at home at no great effort? Sound logic, but you do have to be careful when using one, especially if your Porsche is an old, more delicate model.

A common mistake is to use too strong a spray setting too close to the bodywork. This can dent panels or increase the size of existing paint chips, and can even cause tyres to explode. Also avoid prolonged spraying in panel gaps as these are the most susceptible part of the car to leaks. As for jet washing the engine – never! Spraying the car once, apply the soap, and then spray off. If it feels like you are using the pressure washer gently, you're probably doing it correctly.



CLASSIFIEDS

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911

**911 993 Targa Tiptronic 'S' shares for sale**

I am a private owner with three rarely used Porsches, hence selling three quarter shares in my Porsche 911 993 Targa Tiptronic S. A 1997 model in Ocean Blue metallic with Night Blue marble leather and has only covered 68,000 miles from new. The vehicle has full service history, OPC for 15 years, Porsche specialist then for two years, serviced now by Porsche Centres only. Recently £25,000 was spent at Porsche Centres and specialists on servicing, new suspension, minor rectifications and a full respray, which has brought this vehicle up to its current fantastic condition. The vehicle has not been tracked and is in truly immaculate condition, as it was when it left the factory. I am looking to sell three shares, making a total of four equal owners, each share is £17,500, with a monthly payment of £150 to cover insurance, servicing, repairs and a contingency fund for future expenditure. The vehicle cannot be tracked, there is an online booking system. This vehicle is based near Retford, Nottinghamshire and is stored in an Airchamber, an appreciating asset. Please tel: 07540 786240 for further information. P0420/004

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 P0420/022

944

1992 944S2 Cabriolet

In Cobalt Blue and grey electric interior, ill health forces sale after spending one year renovating. Stripped and resprayed after new sills, wing tips etc, engine has been thoroughly serviced to the tune of £4000. Turbo twist alloys with as new N-rated tyres. This car needs viewing to fully appreciate all the work completed with invoices and photos to prove. Tel: 07774 287713. Email: paulskid.combs@gmail.com (Wiltshire). £12,000 P0420/023

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BOXSTER

**2005 Boxster 3.2S**

40K miles, only two owners from new and comes with full service history, has the extended leather cabin, Sport Chrono, Bose sound system and sports suspension button. Has had a complete paint correction, and bodywork coated in ceramic protection, wheels are refurbished and ceramic coated and the hood has been re-dyed and waterproofed. This car has been pampered all its life, and there is nothing that needs any money spent on it, it is ready to drive away and enjoy. Tel: 07711 182888. Email: pr@trade-events.co.uk (near Brackley, south Northants). £12,995 P0420/013

**1986 Boxster**

2004, 70,000 miles, manual 2.7 facelift model, silver/dark blue, good spec inc heated seats, MOT 02/01/2021, no advisories, battery conditioner, waterproof cover, new tyres Pirelli PZeros, plugs, coil packs, coffin arms, service history, genuine reason for sale. Tel: 01386 830255. Email: robgut@btconnect.com (Worcestershire). £7999 ovno P0420/014

**1986 Boxster 3.2 S manual only 18K miles**

2003 Facelift Boxster S, Arctic Silver over full Metropole Blue interior, manual. This is in immaculate condition inside and out and has covered 18K miles from new. Factory spec includes full leather interior, climate control, cruise control, Sport seats, sound package, heated seats, on board computer, 18" Turbo alloy wheels, CD storage and wind deflector, full service history from new. Tel: 07947 862224. Email: stevergeorge@me.com (Sutton). £12,495 P0420/019

CAYMAN

2006 Cayman S Tiptronic 3.4

Atlas Grey metallic, grey leather interior, superb colour combo with front Zunsport grille set. Used daily, 67,574 miles, unmodified car, excellent condition, unmarked 19" Carrera classic wheels, Bose sound system. Maintained regardless of cost, recent expenditure approx £5000 inc 4 new Pirelli P Zeros + new pad and discs, 2 keys, recently serviced by Auto Umbau Porsche, mature owner. Tel: 07979 512974. Email: geoffbrown7@hotmail.com (Herts). £13,995 P0420/025

OTHER VEHICLES

**Porsche 109 Junior tractor**

1962, in good working order. Tel: 07913 707975. £10,250 P0420/007

REGISTRATIONS

PORSCHE RELATED CHERISHED
REGISTRATION NUMBERS

300 RS	987 MD
35 SYX	991 PD
930 FF	CAR232A
964 GC	XXX 911C
964 MC	REG 911E
993 POR	RED 911H
993 RUF	DJA 911R
997 CSS	VOP 911S
911 FEG	CAB 911X
911 FJX	A911 DPG
911 MPY	D911 POR
911 MSD	J911 GTN
911 MXD	P911 SCH
911 PYT	S911 LER
911 RWS	E944 POR
911 SCR	WAG 944S
VNZ 911	A993 XXX
WBZ 911	POR 997T
POR 911K	TON 997X
POR 911N	GT03 AWH
POR 911Y	GT03 SPJ
RSR 911K	OO05 CAY
RSR 911T	RS18 POR
RSR 911X	RS61 POR
B911 RSR	RS68 POR
RUF 911T	RS68 RSR
X911 RUF	GT68 RSR

All held on Entitlement Certificates
for immediate transfer

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

GT03 DKT

'GT03 DKT'

On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com. £350 P0420/044

REGISTRATIONS

RV52ELL

'RV52ELL'

Personal number plate 'RV52ELL', ideal if your name is Russell, on retention ready to transfer, looks great on car. Tel: 07837 882972. Email: campervan2009@hotmail.co.uk. £5000 P0420/001

TON 9

A 964 RED

GAY 993

62 FYG

S55 FMC

Registration numbers for sale:

'TON 9', £17,495; 'A 964 RED', £9,995; 'GAY 993', £5750; '62 FYG', £7750; 'S55 FMC', £1950. Please telephone for further details. Tel: 07540 786240. P0420/003

**'K1 JOT plate'**

Plate on retention certificate so £80 transfer fee already paid, rare number 1 and cuts down to nice short foot long plate. Tel: 07799 064911. Email: calder911@yahoo.co.uk. £995 P0420/015

**Porsche 918S owner? Buy a unique plate**

'POR 518S' (easily 'POR 918S', see photograph), registration number currently on a registered historic vehicle and ready for immediate transfer. Tel: 07716 156618. Email: colin.ellington@gmail.com. £50,000 P0420/045

B2XTA

Porsche Boxster number plate 'B2XTA'

Perfect plate for your Porsche Boxster. Tel: 07799 853183. Email: benbennington267@hotmail.com. £1500 P0420/043

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

A new decade, and a re-set for a previously quiet classic car market? David Sutherland analyses the international auctions in Arizona in mid-January and sees a modest improvement over late 2019



Bonhams 993 Turbo, sold for £81,400, £4900 over estimate

The 2019 auction season ended on a low note, with many Porsches failing to sell at UK and international auctions, prompting a debate as to whether this was due to a collectors' market wobble, or sellers with unrealistic expectations setting excessively high reserves. The first major sales event of 2020, in Arizona, occurred in mid-January – it's the one big annual auction not incorporated into a concours event, hence the focus is purely on sales – so did the new decade bring a revival of buyer interest?

The answer appears to be yes. While towards the end of the year Porsches with pre-sale estimates well into six figures were piling up unsold, almost all the Zuffenhausen hardware presented by the three main international auction houses – RM Sotheby's, Gooding &

Company and Bonhams – was sold. Of the 48 Porsches offered between them, just four went unclaimed, and that's an impressive hit rate, over 90 per cent.

A sale is a sale, but Scottsdale also suggested that potential sellers were read the riot act on reserves and consigned accordingly. And while a handful did sell for above the top estimate there were no bidding wars evident, some two-thirds of cars selling for below their pre-sale estimates. The highest price Porsche was Gooding's 1970 914/6 GT – the sole Porsche race car at Scottsdale, and a model even many Porsche enthusiasts probably hadn't heard of – sold for \$995,000 (about £764,600, see Sold at Auction p100) including buyer's premium, but that was just below the estimate. Behind that came RM's 2005

Carrera GT (also in Sold at Auction), its \$786,000 (£604,000) more or less midway in the estimate range; this scraped into the Monterey-based auctioneer's Top Ten league at number 10, £100,000 or so behind a 2017 Ford GT.

The biggest concentration of Porsches was seen at the Gooding sale at Scottsdale Fashion Square in Old Town Scottsdale, where 24 Porsches, 15 of which were 911s, went under the hammer. Most were offered without reserve, and most sold below estimate. Gooding's biggest loser in this respect was the seller of the 1972 911 2.4S, which with a high bid of of \$142,800 (£109,100) made almost £44,000 less than hoped for. A 1979 911 Turbo – often auction gold – sold for \$156,800, some £33,200 short. A later, 993 generation

911 Turbo from 1996 made \$151,200 (£116,000), £21,500 below.

But Gooding delivered several pleasant surprises to its clients. A 2018 991-model 911 GT3 delivered an above-estimate bonus of £18,400 when it sold for \$204,400 (£157,100), a 1965 356SC Coupe made \$190,400 (£146,000) which was £7700 ahead, a 1979 911SC Targa made \$123,200 (£94,700), a £2500 treat. However, a 2011 GT3 RS 4.0 – the ultimate 997, and a car that does make strong money – with a \$450,000–\$500,000 (£346,000–£384,200) estimate and presumably a reserve somewhere within that band, did not sell.

RM Sotheby's, whose last sale – Abu Dhabi, November 2019 – saw five out of seven premium Porsches unsold, fared much better at its event in Phoenix, selling all but one of its 13 cars, a 1962 356B. 'We had a very solid start to our 2020 calendar with the Arizona sale,' said RM's Global Head of Auctions, Gord Duff. 'There was a great energy and busy crowds from preview through Friday night, which translated to a 90 per cent sell-through rate.'

It must say something for the classic status of 930 Turbos that a 1979 car was the auctioneer's second highest priced sale behind the aforementioned Carrera GT, at \$390,000 (£299,700). But the stunning 911 in black over black leather is effectively a new, undriven car showing its 34 delivery miles and having always been professionally stored.

However, eight of RM's lots sold for below estimate, the biggest disappointment a

1958 356A 1600S Cabriolet achieving \$140,000 (£107,600) which was nearly £26,900 adrift. But the one car that did exceed its estimate, by £18,100, was also a 356, a 1953 Coupe selling for \$173,600 (£132,900). Among RM's six-figure lots there's usually a cheapie or two and on this occasion the closest to this was a 1976 914 2.0, a no-reserve sale making \$53,000 (£40,700) reflecting its pristine condition; prices paid for 914s, if they're in great condition, have leapt in the last few years.

Bonhams' Arizona was similar to RM's, selling all but one of its 10 Porsches, and six going for less than estimate. Two cars sold for above it, the best performer being at the low end of the price scale, a 1978 928 (see Sold at Auction) exceeding expectations by £15,800 when selling for £57,800. A 1997 993 911 Turbo sold for \$106,400 (£81,400) which was £4900 over estimate. Until now it has been the mid-1990s, last-of-the-line GTS model that has attracted collectors, but now any 928 model in good condition can fetch a £50,000-plus price. But 928s can still languish in the bargain basement, as the seller of the 1984 928S at Bonhams found out, the V8 coupe making only \$17,920 (£13,800), which was £5200 below estimate, and a price more typical of eBay than Arizona.

The "green shoots of recovery" were seen at this January event. What wasn't witnessed were signs that the market is going to revert to its heated state of several years ago.



Gooding 991 GT3, £157,100



Gooding 911 2.4S, £109,100



Bonhams 928S, £13,800



RM 911 Turbo, £299,700



RM 914, £40,700

CLASSIFIEDS

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REGISTRATIONS

**Porsche/Boxing Champions registrations**

'PO13 SCH', this registration speaks for itself; 'HW13 OXR', any Heavy Weight boxers or anyone with HW initials looking for a registration for a Boxster; 'WC13 OXR', any World Champion boxers or anyone with WC initials looking for a registration for a Boxster. All on retention certificates with fees paid, £1250 each or £3000 for all 3. Tel: 07875 178704. Email: sf1962@btinternet.com.

£1250 P0420/047

**'RS66 WOW' for sale**

The perfect registration plate for an RS Porsche! Looks superb on a car - WOW! Makes an outstanding car even more distinctive, on a retention certificate so available immediately. Tel: 07921 244940. Email: steve@stepheng.f2s.com.

£1300 P0420/011

WRO IM

'WRO 1M'

On retention, offers around £895. Email: mike@zorinenergy.com.

£895 P0420/048

**Personal registration 'P911 JYE'**

Private plate ideal for your Porsche 911 owner or partner name Jayson, Jayne, or Jay?? Superb cherished reg number held on a DVLA Certificate of Entitlement, ready to be assigned straight on to your vehicle, or you may choose to keep it on the certificate for up to 10 years, you can also renew it for another 10 year period one month prior to the expiry date (free service offered by DVLA). The price in the listing is the price you pay and includes the £80 DVLA fee, please note that this registration can only be assigned to a vehicle registered August 1996 onwards, actual pair of number plates are *not* included. Any questions please contact me, sensible offers considered. Tel: 07703 185814. Email: simon.turner8@hotmail.co.uk.

£900 P0420/049

REGISTRATIONS

BOSTOCK NUMBERS

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D BOSTOK D BOSTOC

J BOSTOK J BOSTOC

M BOSTOK M BOSTOC

R BOSTOK R BOSTOC

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P0420/010

LEZ 911

'LEZ 911' registration for sale

Until recently on my 964 but have now decided to sell the registration, on retention certificate, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.

£3500 P0420/046

**SWANN or SWAN**

MIO SWAN (My Swan), super number plate for anyone named SWANN or SWAN. It isn't often that you can get a perfect name plate, so grab this whilst you can. On a long running retention certificate, would make a nice present, put it on the car now or save it for later, at just £1799 it is a real bargain. Excellent investment for the future, pass it on to your children, get in touch now. Tel: 07858 580557. Email: saltydog1@yahoo.com.

£1799 P0420/051

**'JUST HOT' it is Just Hot**

Classic plate for your Porsche, 'Just Hot', the finishing touch and takes away the car's age. Held on retention, so a simple process, terrific investment, an appreciating asset, bargain. Email: bigfan@gmx.com.

£4999 P0420/050

REGISTRATIONS

**Number plate**

Number plate for sale, 'F4C ME', call for more details. Tel: 01246 590698.

Offers P0420/016

PARTS

Michelin Pilot Alpin Winter tyres

2 front tyres 245/35/20 NO, 2 rear tyres 295/30/20 NO, 1 winter use, 1000 miles approx, on 991 Carrera (Gen 1). Tel: Pauline, 07747 837775 (Co.Down).

£400 P0420/012

Used parts for early Porsche 911

Drive shafts G-50s; anti-roll bar rear; gear shift linkage; Bosch fuel pump and filter; fuel pump lead; oil tank filler neck and cap; Bosch ignition box 0227200001 serviced; drive flanges; rev counter and speedo (early cable drive); temp gauge; clock; heater cables 90142470105; rear corner seals. Other parts available. Tel: Rob, 07989 407993.

P0420/026

996 wheels for sale

Set of Porsche wheels, front 7.5J x 18" ET52, rear 9J x 18" ET50, they are in good condition. Ideal for track day use, or with winter tyres, tyres included are legal but past their best. Tel: Andy 07751 468500 (Worcester, Midlands).

£500 P0420/027

Fuchs wheels

Genuine Porsche Fuchs alloys (not replicas), two 7"x16", five 6"x16", original anodised finish, six in excellent condition, one 6" needs refurb, black centres, all with 911 part nos. Sensible offers please. Tel: 01949 861421 (Leicestershire).

£1950 P0420/028

968 Club Sport

3 disc brake black calipers, need refurbish, buyer collects or carriage extra. Tel: Ken Coad, 01923 262960 (Watford).

£300 P0420/029

PARTS

**Porsche metal wheel centre cap x4**

To suit Cup wheels etc, excellent condition, front diam 74mm, back diam 57mm, buyer pays postage. Tel: 07831 391306. Email: gary911sussex@btinternet.com (West Sussex).

£70 P0420/002

Steering wheel multi function

From 911 991 gen 1, it's like new having steered only 20K miles, with fittings, taken off car by local Porsche dealer having swapped it for a Sport wheel. Tel: 07714 300112.

£600 P0420/030

996 roof bars

Genuine Porsche 996 roof bars, complete with all fixings, as new, ideal for taking your windsurfer to the sea, or your skis to the slopes. Tel: 01905 29889 day, or 07751 468500 (Worcester).

£120 P0420/031

Cayenne Winter Snow and Ice tyres/wheels

These are perfect for Gen 1 Cayenne models, I had them on S model, sadly they won't fit my GTS. Hardly used tyres, happy to send more pics and details, email me and I can send photos and video. Tel: 07734 787804. Email: wmc@sjpp.co.uk (Dorset).

£400 P0420/032

911/964 Cabriolet accessories

964/911 Cabrio full length double duck tonneau cover and hood cover, black, hardly used, perfect condition. Hood cover, £500; tonneau, £750; together £1100. Both in original black vinyl bags, must collect or pay postage. Tel: 07876 547548. Email: williamblloyd@gmail.com (Oxon).

P0420/008

cmsporsche.co.uk EST: 1997

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

BOXSTER S 986 * 2000 'V' * 79,246 MILES * £6995



When your correspondent first looked at Porsches in the early 2000s, a twenty-year-old Porsche was a 911SC or a 924, and they did look old, especially the 911. It is interesting then how relatively modern a two-decade old Porsche appears today: the smooth lines of the 986/996 have aged well and essentially these cars remain clearly related to if slightly smaller than their 2020 successors. This 2000 Boxster S is a case in point: in classic Guards Red and with 18-inch wheels, at first glance it belies its age. Closer inspection indicates that it has been substantially resprayed at some point in recent years, but this has been done well with no signs of overspray and successful matching of the panels. Paint finish is good, the vulnerable front valance looks newish as do the fried egg light units and sidelights; the grey Turbo-look wheels are largely unmarked and behind them the brake discs exhibit only minor wear. A previous owner – the Boxster has had five, has gone to the trouble of carefully painting the non-friction part of the discs with metallic lacquer. Tyres are Continental at the rear, 70% worn, and half-worn Joyroads at the front. As well as new paint, Porsche side strips are fitted as well as discreet crests from Adrian Crawford, who presumably carried out the body refurbishments which included new exhaust tips. Both luggage compartments are commendably clean.

Inside, the leather seats are quite creased, but otherwise the cabin has stood up well, door cards

and facia unblemished. The S was distinguished by white instruments, and a previous owner has fitted a Porsche competition steering wheel, its Alcantara-esque rim material agreeable to the touch. Floor mats are missing, the worn carpet needs a clean, but the drilled alloy pedals are a nice feature. The hood works efficiently. Erected it shows no significant marks and is free of weathering. Visibility through the plastic rear window is still acceptable.

The Boxster was registered in Belfast and logbook has eight stamps, the first four the OPC, covering the period to 2011 and 60,018 miles. It then moved to the mainland and appears to have resided entirely in the West Country. Services occurred in 2014 and 2018. MOT history confirms the mileage at all stages since 2011. There are few invoices or documents with the car and nothing since a 2010 invoice from IPD of Huntinton Beach detailing a competition plenum for \$800 and a 'Porsche throttle body.' There is no information on their subsequent fitting.

The S answered criticisms that the original 2.5 was underpowered. With its 3179cc 252bhp flat six, the S had a power-to-weight ratio only just shy of the 993's and this twenty-year-old 986 certainly feels as if it would get near the original road test figures. Also apparent is the abundant torque – the larger engine pulls hard from below 3000rpm and rushes to the 7200rpm red line with enthusiasm, accompanied by a splendid rasp from the tailpipes. Neither clutch nor gearshift exhibit wear enough to spoil the driver's enjoyment and combined with the Boxster's sharp steering and wonderful visibility, especially hood

CHECKLIST

BACKGROUND

The Boxster concept was greeted with huge applause when revealed in 1993, an important morale booster for a Porsche emerging from a very dark period. When launched in 1996, the final Boxster design was remarkably close to that original concept and this contributed to its appeal. Once more Porsche was offering an entry level model, but unlike the previous transaxle range, it was bang up to date, its mid-engine helping to make it the best handling sports car in its class and generating the kind of waiting lists that Porsche had not seen for years.

WHERE IS IT?

Eporsch, Bisley, Surrey. 01483 665327/07834 603020 eporsch.co.uk

FOR

Strong, torquey performance, good paintwork, reasonable leather interior.

AGAINST

Absence of service history detail; rattles from suspension and hood detract from enjoyment.

VERDICT

Goes and steers very well; will need suspension work.

VALUE AT A GLANCE

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

down, this Porsche is fun in the best tradition. Brakes pull up straight and efficiently but lack bite – this may be due to lack of recent use. Less inspiring is the ride which is accompanied by various rattles and creaks, some of which seem to emanate from the hood. In fairness to the dealer, the Boxster had only just arrived and Eporsch's workshop will investigate the suspension as well as carrying out a full service prior to sale.

This Boxster feels fundamentally sound, especially its flat six, though the car does need work and the lack of history is unfortunate. On the other hand, for £7k, which includes a six-month guarantee, once this attractive S is properly sorted it should offer a highly entertaining summer's motoring without threatening your driving licence. **PW**



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MISCELLANEOUS

No.1 911 & Porsche World magazines

Up to September 2014, only January 2007 missing, some in binders, most are loose but sorted into years. I have sold my 911, now these must go to free up some space, offers over £75, collect only from Oldbury. Tel: 07800 574452. Email: andreicukp@yahoo.co.uk (West Midlands).
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£35 P0420/037

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P0420/039

911 & Porsche World issue no1 to current

911 & Porsche World magazines, from the very first issue number 1 to June 2019, 300 issues. I have subscribed from the very start, house move necessitates sale, collection only from North Worcestershire. Tel: 07971 573388. Email: steve.plant@hotmail.co.uk.
£100 P0420/040

911 & Porsche World

From January 2003 to present, some are in binders, all in good condition. There are also some Classic Porsche amongst them, probably about 2 years' worth, the buyer to collect. Tel: 02476 327052. Email: johndevenport47@gmail.com (Warks).
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P0420/042

WANTED



WANTED

Wanted all Porsches classic to modern!

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P0420/053

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