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Ignition



Simon Jackson
Editor [@retro_jackson](#)

It is often easy to forget that the Macan is one of the most important vehicles Porsche has ever built. I know that the majority of *GT Porsche* readers will be more excited by the firm's traditional sports cars, but I also know that a great many of you have SUVs at home in addition to a 911, Cayman or the like. The rise of the mid-size SUV is certainly something Porsche has very effectively capitalised on, the Macan has been something of a cash cow for the brand and, as I've said before, if that ensures Porsche's financial footing and translates to us continuing to receive fantastic sports cars then, well, I'm all for it. Of course there's also the small matter that the Macan is actually a very good vehicle, however, judging by Andrew Frankel's drive of a pre-production second generation version (p70) Porsche has not rested on its laurels in refreshing it.

Talking of great Porsche cars, time to talk GT versions, in this issue we compare the first generation GT3 with the

second generation version (p22). If you flick further into these pages you'll find our guide to buying one of the most iconic air-cooled 911s of a generation – the once unloved 964. Purchasing one for peanuts is admittedly no longer an option, however with prices starting at around £30,000 for what are deemed the 'least desirable' versions, perhaps getting into one isn't as costly as some might expect (p38).

The same could be said of the 3.2 Carrera we drive on page 82. Like the 964, 3.2s have accelerated in price over recent years, in the grand scheme of things though they're still very much worthy of our attention, even if they do command a higher asking price in today's market. The vehicle we drove for this issue had been in the care of Canford Classics in Dorset, while it wasn't a fully restored car like many to emerge from its stable, we thought it nicely represented the type of 3.2 those on a relatively sensible budget could hope to find. Enjoy the issue.



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

This month: Andrew drives the upcoming second generation Macan during its final pre-production tests to see what we can expect from Porsche's best seller.



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

This month: Dino suffers a difficult weekend as he continues his 2018 season at the sharp end of the thrilling Porsche Carrera Cup GB championship...



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

This month: Philip keeps us posted on what goes on behind the scenes of a specialist Porsche dealer, and explains how to buy a tidy 964...

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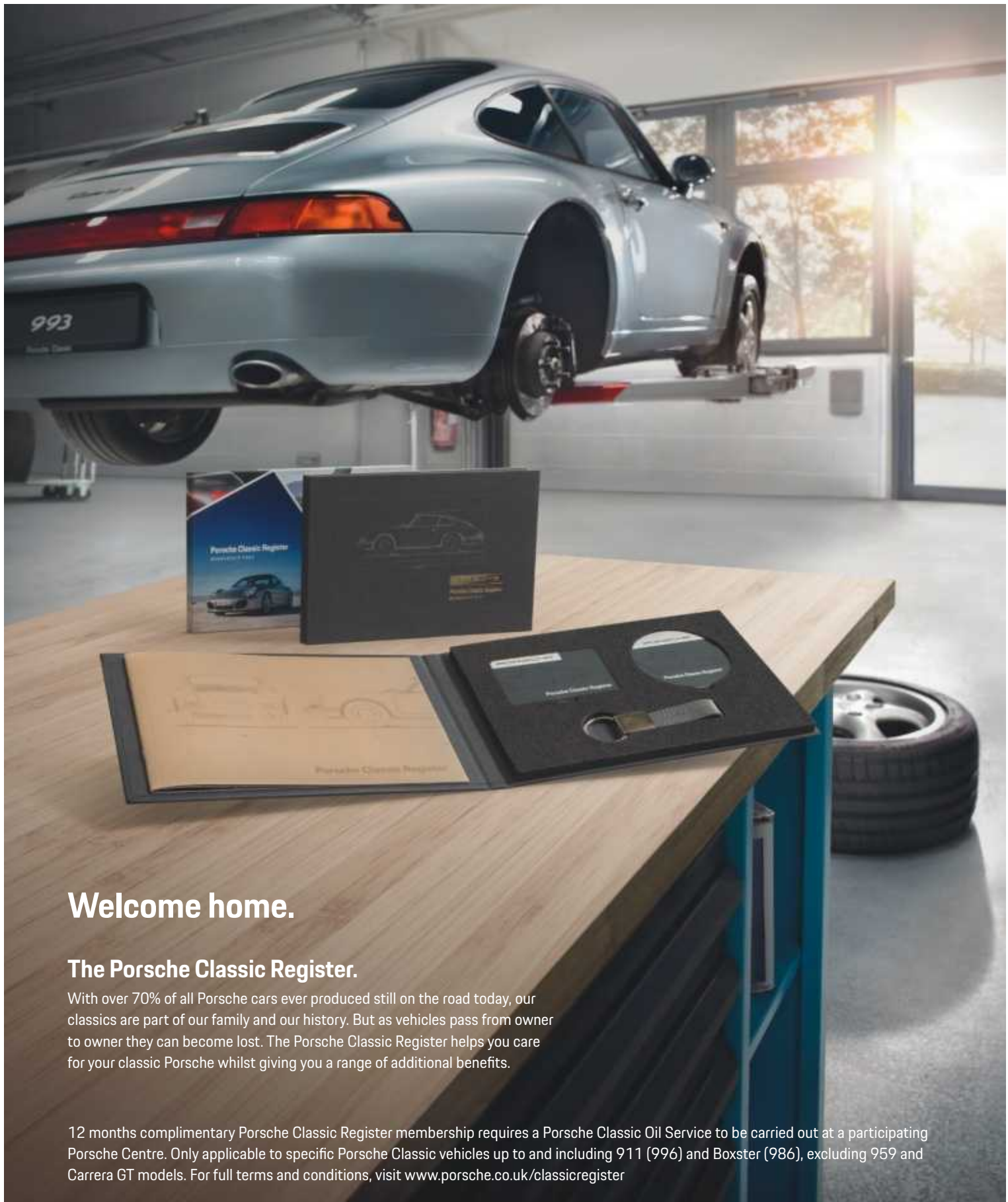
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PORSCHE

ANTICIPATED 991 SPEEDSTER REVEALED AS CONCEPT

As part of its 70th birthday celebrations Porsche has released official details of a 991 Speedster Concept...



As part of its 70th birthday celebrations in Zuffenhausen Porsche released official details of a 991 Speedster Concept, a vehicle many industry experts had predicted would be launched as a fully fledged production model later this year. Rather predictably Porsche says the car 'forges a link between the very first 356 Roadster and the Porsche cars of today'. It is the first time Porsche has used the Speedster name since the 997 of 2010.

Developed at the Porsche Motorsport Centre, the birthplace of the latest 911 GT2 and GT3 RS, the Speedster Concept is said to 'offer a glimpse of a potential series-production version, although this model may not be presented until

2019'. That's Porsche attempting to disguise the fact that a production-ready version is already tooled and that it is likely scheduled for unveiling at the Geneva Motor Show early next year. The new Speedster borrows elements of the GT3, chiefly its 500hp flat-six engine which revs to 9,000rpm coupled to a six-speed manual transmission. The chassis of this car is essentially a GT3 offering, 21-inch Fuchs-style centre locking wheels sit in each corner. Porsche's GT department developed the car's exhaust system which features titanium tailpipes.

The 911 Speedster has been around, on and off, since 1988. Its signifying characteristics include shorter window frames, an inclined





windscreen, and a special 'double bubble' rear deck cover – in this instance made of carbon fibre. The body for this car is lifted from the Carrera 4 Cabriolet, although the wings, front bonnet and rear cover are made of lightweight carbon. Two contrasting black slats between the 'humps' add an aerodynamic element, a transparent Plexiglas wind deflector features an engraved '70 years of Porsche' logo.

As has been the case historically, the 911 Speedster Concept features a lightweight tonneau cover instead of a conventional convertible top. In a further bid to save weight the PCM infotainment system and air-conditioning

systems have also been deleted. The car's bucket seats are made of carbon, the light brown trim is representative of a classic 356 interior. The 1950s-style central fuel tank filler cap positioned in the middle of the bonnet harks back to days gone by, so too the classic Talbot shape of the exterior mirrors. The headlights are intended to mimic a cross-like effect – a nod to a taping practice prevalent in motorsport years ago.

Porsche built just 356 units of the 997 Speedster so we can expect the eventual production version of this car to run to a limited number of examples – we hear that this is likely to be in the region of less than 2,000 units.



PORSCHE NAMES MISSION E 'TAYCAN'

Porsche's first purely electric series production vehicle has now been given its official name: the Mission E will be known as the Taycan...

Porsche's first purely electric series production vehicle has now been given its official name: the Mission E will be known as the Taycan.

According to Porsche the name can be roughly translated as "lively young horse", referencing the prancing horse depicted within the Porsche crest. Porsche announced the name as part of its '70 years of sports cars' ceremony. The Taycan will produce over 600hp via two electric motors, it will accelerate to 62mph in under 3.5 seconds and boast a maximum range of over 300 miles.

Oriental in origin, the name follows Porsche's established naming conventions where its vehicle monikers have a connection with the corresponding model's characteristics. For example the name Boxster describes the combination of the car's boxer engine and its roadster design, Cayenne denotes 'fieriness', the Cayman is 'incisive and agile'. The Panamera name links to the Carrera Panamericana long-distance race, the name Macan is derived from the Indonesian word for tiger.

Porsche plans to invest more than six billion euro in electromobility by 2022, some 500 million euro will be used for the development of Taycan

variants and derivatives, around one billion for electrification and hybridisation of the existing product range, several hundred million for the expansion of production sites, plus around 700 million euro for new technologies, charging infrastructure and smart mobility.

Rapid expansion at Zuffenhausen to create a bespoke production facility for the Taycan is already well underway. A new paint shop, a dedicated assembly area and a conveyor bridge for transporting painted car bodies and drive units to the final assembly area are currently being constructed. In addition, Porsche's existing engine plant is being expanded to build electric drivetrains. Production of the Taycan will create around 1,200 new jobs in Zuffenhausen alone.

We expect the production version of the Taycan as soon as next year.





ECKERMANN REPLACES POLLICH AT PORSCHE GB

Marcus Eckermann will succeed Alexander Pollich as Managing Director of Porsche Cars GB after just six months in the role...

Former Porsche Cars Canada President and CEO Alexander Pollich (below right) succeeded Chris Craft as Managing Director of Porsche Cars GB at the beginning of this year, now the 51 is moving back to his native Germany to become MD at Porsche Deutschland. Marcus Eckermann (below left) will replace him by joining Porsche Cars GB and Porsche Retail Group as Managing Director. Eckermann comes to Porsche GB's Reading HQ having occupied the role of MD of Porsche Central and Eastern Europe – a position he has held for just over 10 years.

Alexander Pollich commented: "I am sorry to be leaving Porsche Cars GB and Porsche Retail Group – especially so soon – and appreciate the faith the Porsche AG board of management has placed in me, in asking me to step up to the CEO position at Porsche Deutschland. My colleagues at Porsche Cars GB, Porsche Retail Group and the network of Porsche Centres have consistently demonstrated why they are regarded at Porsche AG as being among the very best. I have learned a great deal in the six short months I have led the business - it

will continue to thrive under the exemplary leadership of Marcus Eckermann."

Eckermann began his career at Porsche in 1997 in the central marketing department as a Product Manager for the Selection and Tequipment accessories line-up. The 50-year old joins Porsche from Prague where Porsche Central and Eastern Europe is based. During his time the retail performance at PCEE almost tripled to 6,185 cars in 2017 and numerous initiatives to professionalise the region of 26 countries were implemented.

With more than 20 years of automotive experience, Pollich started his career as an Internal Auditor at Mercedes-Benz AG in Stuttgart. A car enthusiast to his core, he also spent time at The Boston Consulting Group and joined Porsche AG in 2001 to manage the firm's portfolio of strategic projects. After that he oversaw the brand's worldwide dealer network before moving to Canada, where he held the position of President and Chief Executive Officer from September 2013 until January 2018, at which point he moved to Porsche GB.





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'70 YEARS' EXHIBITION OPENS AT MUSEUM



The Porsche Museum has opened a new special exhibition celebrating 70 Years of the Porsche sports car...



The Porsche Museum in Stuttgart has opened a new special exhibition in celebration of '70 years of the Porsche sports car'. An opening ceremony was held at the museum with invited guests including state, parliamentary and federal guests as well as numerous representatives from Porsche; Dr Wolfgang Porsche, Chairman of the Supervisory Board of Porsche AG, Oliver Blume, Chairman of the Executive Board of Porsche AG and Uwe Hück, Deputy Chairman of the Supervisory Board of Porsche AG. On June 8 1948 the Porsche 356 "No. 1" Roadster received its general operating permit – 70 years to the day Porsche held a number of global events to make the milestone.

The exhibition presents various stories and milestones through which the company has shaped and driven the development of sports cars from

1948 to today. Its aim is to highlight Porsche developments over the past seven decades. More than 75 exhibits – from the legendary 356 "No. 1" Roadster – to the purely electric Porsche Mission E are part of the display.

"With this exhibition celebrating the anniversary of our brand, we are breaking completely new ground", Achim Stejskal, Director of the Porsche Museum, points out. "For the first time, we have completely re-designed our entire exhibition area, which covers more than 5,600 square metres".

As the "origin of the sports car", the 70-year-old 356 "No. 1" Roadster will be the first thing that visitors see at the exhibition. This unique model makes Porsche one of the few automobile manufacturers in the world to have the original first

vehicle ever built by the brand in its permanent possession.

Motor sport makes up a significant part of each decade. Throughout its history to the present day, Porsche has developed and tested new technologies in racing cars that go on to become legends. This principle is also shaping what it calls 'the future of the sports car' with the Taycan, which will be launched to the market in 2019 as the first purely electrically powered Porsche, drawing on the experiences gained from the Le Mans-winning 919 Hybrid. Digital projects, such as networking via Porsche Connect and data security using block chain in sports cars, will also feature as part of the exhibit. The exhibition will be accompanied by interactive experiences, such as an augmented reality application for the Taycan. As visitors view the concept

study, further information about the technology behind the Taycan will be presented to them.

Porsche is celebrating its anniversary with numerous activities around the world throughout 2018. In the UK the Goodwood Festival of Speed, held from July 12–15 is a large focus, in the USA the Rennsport Reunion in California on September 27–30 will also mark the anniversary. The anniversary celebrations will conclude with the "Sound Night" event to be held for the first time in the Porsche Arena in Stuttgart on October 13.

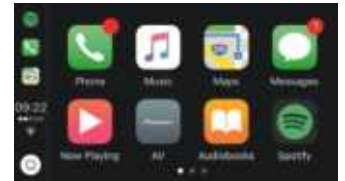
The '70 years of the Porsche sports car' special exhibition is being held until January 6, 2019. The Porsche Museum is open from Tuesday to Sunday, from 9am to 6pm. For further information visit www.porsche.com/museum/en/



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WRIGLEY AND HARPER WIN AT OULTON PARK

PORSCHE CARRERA CUP GB

OULTON PARK

Maiden Carrera Cup GB wins at Oulton mean that the championship has seen six different winners from the first eight races...



Maiden Carrera Cup GB wins for JTR team mates Tom Wrigley and 17-year-old Porsche GB 2018 / 2019 Junior Dan Harper means that the championship has now seen six different winners from the first eight races – a far cry from the dominant Dan Cammish years. In taking victory at round eight, Harper became the youngest winner in the history of the championship. Part of the unpredictable nature of the 2018 season is due to rule changes – chiefly the introduction of a reverse grid race two – designed to make the racing more exciting and to ensure that no single driver is able to steamroller the championship

– which is largely what we saw Cammish (now a British Touring Car driver with the works Honda outfit) do during his highly successful years in the series.

Tom Wrigley (far right, centre) took an exceptionally impressive maiden pole position in qualifying for round seven of the championship, putting his 991.2 GT3 Cup car on pole by a staggering four-tenths of second from championship points leader (and *GT Porsche* contributor) Dino Zamparelli. Wrigley made a good getaway off the line to lead the pack into the first corner – Old Hall – followed by Zamparelli, however Zamparelli's car struck debris on lap

one and lost speed as a result, he would eventually be forced to retire his car. Wrigley took victory from team mate Lewis Plato and Cypriot Tio Ellinas, the former GP2 driver and F1 test driver assuming the lead of the championship in the process.

Pro-Am runners Seb Perez, Dan Vaughan and Jamie Orton were embroiled in a close battle for victory in their category – Rookie Perez has impressed so far this season and his battle with Orton was fascinating. In an attempt to pass Orton, Perez went off, however the category fight ended with Perez leading Vaughan from Rory Collingbourne in third after a change of position in the closing

stages of the race. The Am category remains arguably the closest of all this season, in particular, Peter Kyle-Henney and Peter Mangion regularly enjoy dicing in close proximity and both races at Oulton were testament to that. Kyle-Henney triumphed ahead of Mangion in the first race – having looked quick all weekend Iain Dockerill took third spot.

As part of the 2018 podium procedure, overall winner Wrigley selected at random the number 4 ball, which reverses the grid positions of the top four overall race finishers from round seven. This formed the starting grid for round eight; Harper, Ellinas, Plato, and Wrigley. Junior



Here: Dan Harper wins.
Left: GT3 road car leads the field to the grid to celebrate Porsche's 70th birthday...



Harper got away cleanly, but it was Plato (right, far right) who made the best start from the second row of the grid getting ahead of Ellinas into the first corner, and that's how they stayed. In the Pro-Am category Vaughan ultimately took category honours, Mangion, Kyle-Henney and Dockerill formed the Am podium in that order.

With Zamparelli suffering a

disappointing weekend, retiring from race one and subsequently starting from the back in race two, Ellinas (right, far left) emerges with the championship lead at this, the halfway point in the season. Ellinas now leads Zamparelli at the top of the table by six points with everything still to play for. The next meeting takes place at the end of July at Snetterton.





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PORSCHE SUPERCUP MONACO



Result

Monte Carlo, Race 2 of 10

1. Nick Yelloly
2. Michael Ammermüller
3. Dylan Pereira

Points standings after 2 of 10 races:

Drivers' classification

- | | |
|------------------------|-----------|
| 1. Michael Ammermüller | 38 points |
| 2. Nick Yelloly | 32 points |
| 3. Jaap van Lagen | 32 points |

YELLOLY WINS IN PRINCIPALITY

Briton Nick Yelloly celebrated his maiden victory in the Porsche Mobil 1 Supercup at Monaco...

Briton Nick Yelloly celebrated his maiden victory in the Porsche Mobil 1 Supercup at the second round of the 2018 championship at Monaco. Crucially, Yelloly put his Fach Auto Tech 911 on pole for the race to head a grid of 27 competitors. When the lights turned green the Solihull driver initially pulled clear of the field, however, over the course of the race seasoned Porsche sports car specialist Michael Ammermüller, who had started from second on

the grid, closed the gap to just one-tenth of a second. The duo treated spectators to a gripping battle, however, Yelloly did not make a mistake and crossed the finish line first after 16 laps. Ammermüller finished second just two-tenths of a second behind Yelloly.

The final podium place went to Dylan Pereira, the 20-year-old had started fourth on the grid but during the first lap he managed to overtake Zaid Ashkanani. Fourth place in the

race was ultimately secured by Jaap van Lagen from Mikkel Overgaard Pedersen who finished in fifth place ahead of Ashkanani.

Of the Porsche Juniors, debutant Julien Andlauer set the ninth fastest time in qualifying and finished the race in 10th spot. This was also the first race at Monte Carlo for Porsche Junior Thomas Preining, he qualified in 16th position and managed to make up two places during the course of the race.

After two races, Ammermüller leads the championship with 38 points, followed by Yelloly and Jaap van Lagen – both with 32 points. The Porsche Mobil 1 Supercup visits the Red Bull Ring in Austria for round three of the championship. A VIP car, the No911 GT3, will be fielded by current Dakar rally champion, Matthias Walkner. The same car will be driven by Chris Harris at the Silverstone meeting in support of the F1 Grand Prix.



WORLD ENDURANCE CHAMPIONSHIP

LE MANS



PORSCHE'S 'PINK PIG' RETURNS



Two of Porsche's iconic liveries return to compete at Le Mans...

Porsche has fielded two special 911 RSRs at this year's 24 Hours of Le Mans, which will have taken place by the time you read this so check our website to see how they got on (www.gtpurelyporsche.com).

In its 70th anniversary year two of Porsche's entries for the world's most famous race, the No91 and No92 RSRs, competed wearing traditional Le Mans liveries of the 1970s and 1980s. The No91 car sporting the iconic blue-and-white Rothmans livery with red and gold stripes, the

No92 car adopting arguably the most famous Porsche racing livery ever – the 'Pink Pig' design from the 917 that competed in 1971.

The No91 RSR will have been driven by Gianmaria Bruni, Richard Lietz and Frédéric Makowiecki, their car's Rothmans-style paintwork is reminiscent of the 959 which won the 1986 Paris-Dakar rally. In circuit racing, Porsche 956 C and 962 C cars also celebrated major successes in the colour scheme – each of the Group C sports prototypes clinched

overall victory twice at the 24 Hours of Le Mans in '82, '83, '86 and '87.

The No92 car, shared by Kévin Estre, Michael Christensen and Laurens Vanthoor, harks back to the 917/20 that tackled Le Mans in 1971. The car was dubbed the "Pink Pig" due to its pink paintwork with sections of the car labelled in butcher-style cuts. The idea was implemented under Porsche designer Anatole Lapine, and it caused quite a stir at Le Sarthe. Today the 917/20, also known as the "Truffle Hunter",

is remembered fondly by Porsche racing fans

In total ten 911 RSRs will have contested the 86th edition of the Le Mans 24-hour race – four fielded by the factory and six by customer teams. The two permanent vehicles from the Sports Car World Endurance Championship (WEC) lined-up on the grid sporting the custom designs, while the No93 and No94 works vehicles competed in the usual modern livery – the white, black and red of Porsche Motorsport.



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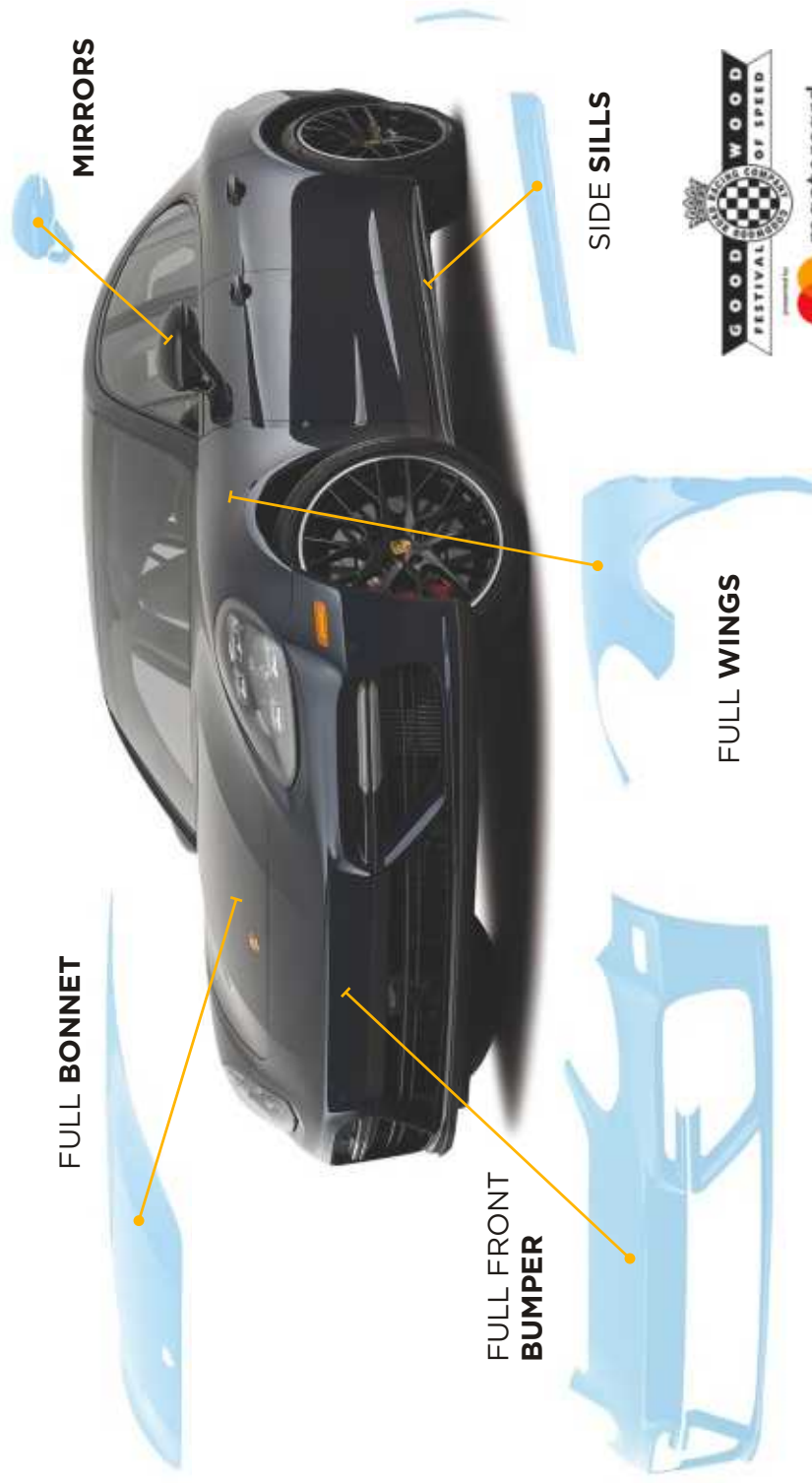
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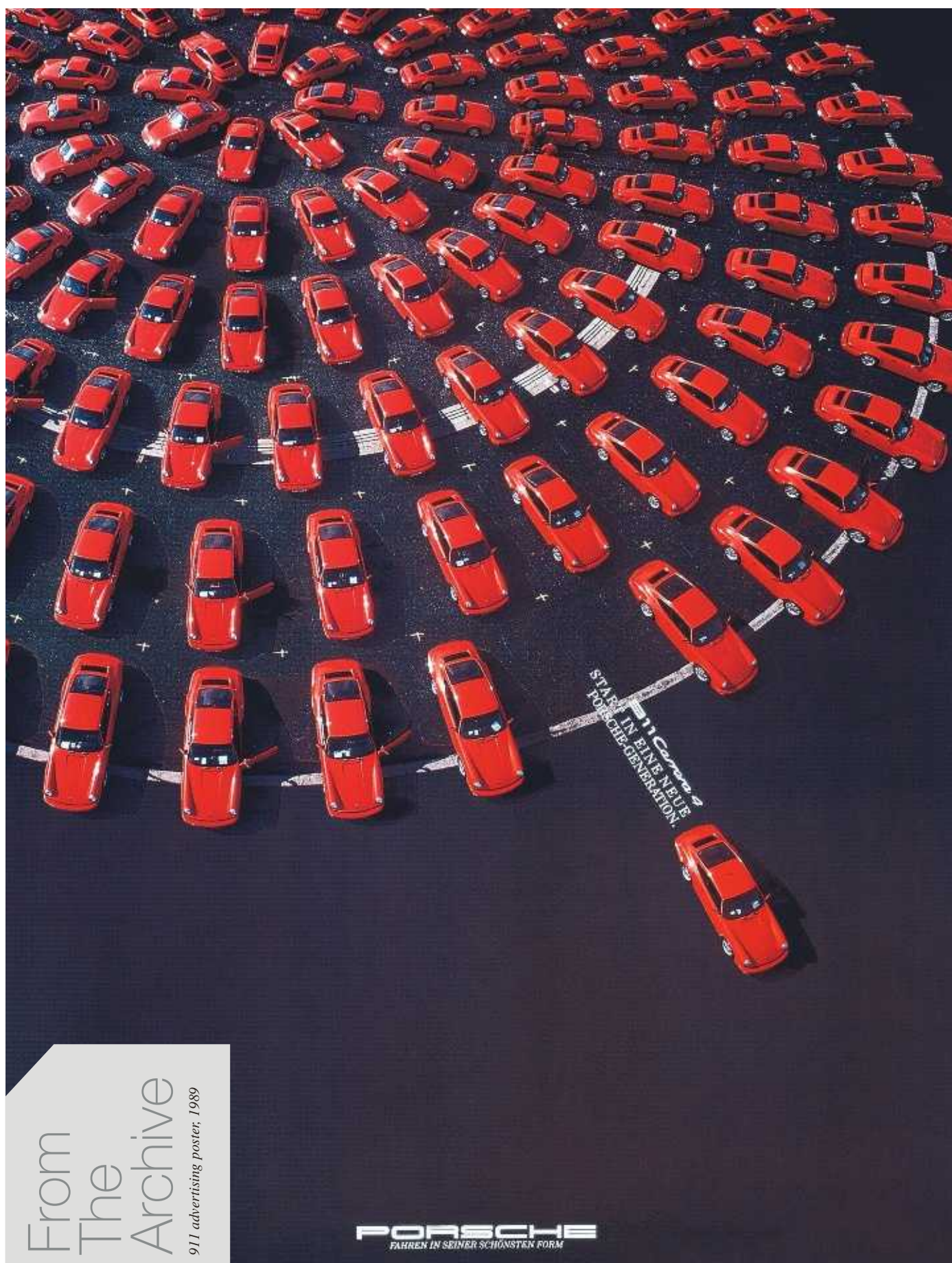
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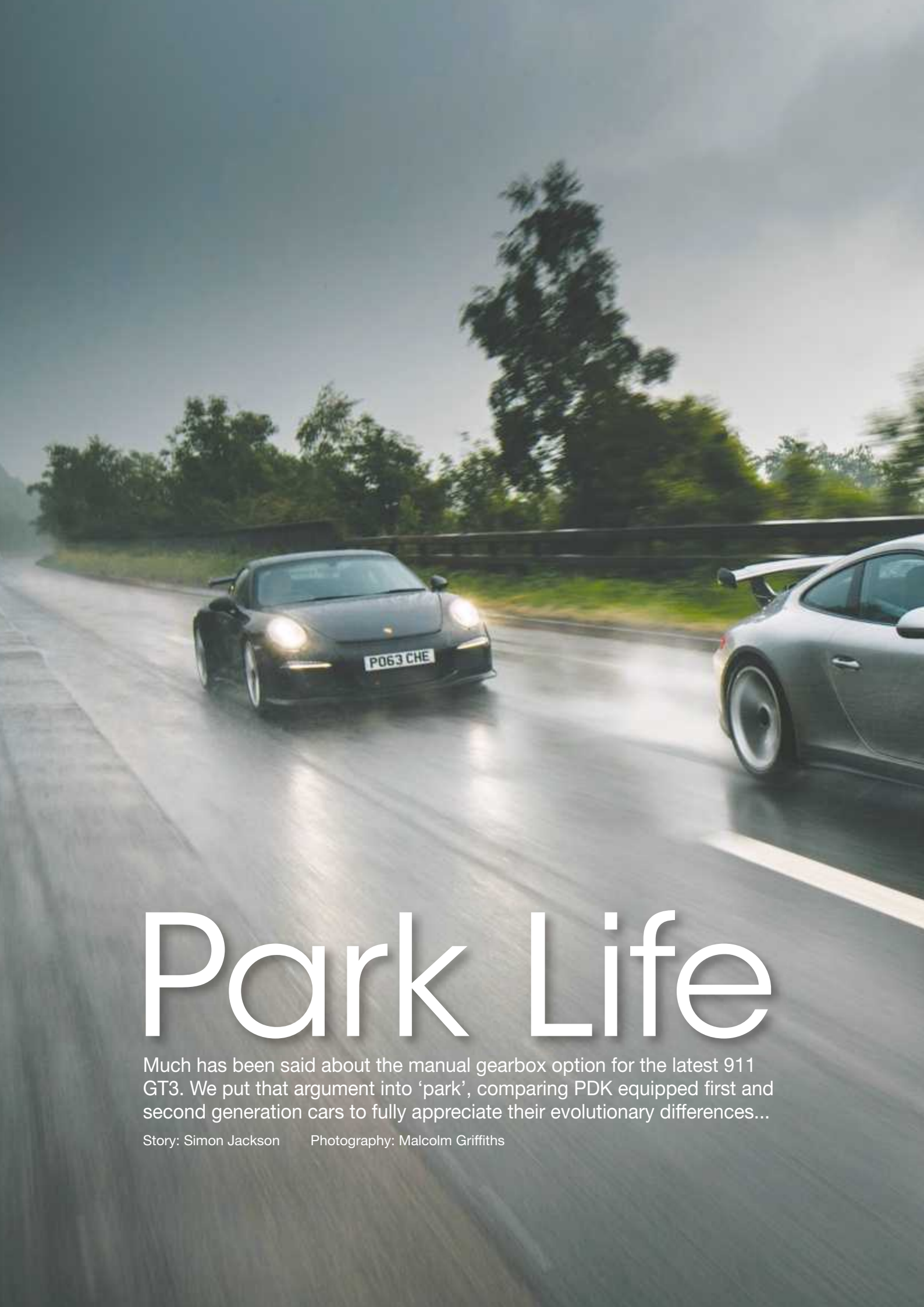
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From
The
Archive

911 advertising poster, 1989



Park Life

Much has been said about the manual gearbox option for the latest 911 GT3. We put that argument into 'park', comparing PDK equipped first and second generation cars to fully appreciate their evolutionary differences...

Story: Simon Jackson

Photography: Malcolm Griffiths





When the second-generation 991 GT3 was launched there was one element of its makeup dominating conversation – the reintroduction by Porsche of the manual gearbox option. Enthusiasts the world over rejoiced and the story behind the decision has been well documented. In the interest of clarity though, let's quickly recap. At the Geneva Motor Show of 2013 Porsche revealed the first generation 991 GT3, and the only method of shifting gears while driving its new creation was with a Porsche Doppelkupplung (PDK) automatic gearbox system. The man in charge of Porsche's GT operation, Andreas Preuninger, proclaimed that the seamless and rapid PDK shifts were the best and preferred method of cog swapping for his cars, now and going forward. Enter an outcry from Porsche enthusiasts the world over, 'this' they stated, 'was the end of the manual gearbox', 'two pedal cars were boring'. Preuninger and



Porsche, listened. And so it was that the decision to only offer PDK gearboxes in the more hardcore Porsche cars going forward was reversed – enter cars like the 911 R of 2015 and now the second generation 991 GT3 – available with a six-speed manual gearbox. Rejoice. However, I believe that Porsche, and deep down some enthusiasts too, do not wholly believe that a manual gearbox in a GT Porsche is a step in the right direction. But we'll get onto that shortly. First and foremost in order to assess the latest 911 GT3 without the distraction of which gearbox it might use clouding the comparison, we brought together a first generation example (PDK, obviously) and a PDK-equipped second generation car.

This latest GT3, the GT Silver car you see here, has a number of obvious (to the trained eye), and a bunch of less apparent differences to the model which it replaced. Perhaps the biggest difference is the engine, though still normally aspirated the older car runs a 475hp 3.8-litre motor delivering 339lb ft of torque;

the latest car boasts a 500hp 4.0-litre mill providing 339lb ft. Both will rev out to a frankly ridiculous (in a good way) 9,000rpm. The motor is shared with the 911 R which is not, as you might first think, simply a bored-out version of the old 3.8-litre engine. In fact Porsche says the engine 'remains virtually unchanged from the thoroughbred 911 GT3 Cup racing car', and given that they are built on the very same production line there's little reason to dispute that fact. Internally there are many phrases that might scare the laymen and excite the engineer, but in essence Porsche has worked its magic to reduce internal friction, redesigned the crankshaft and fitted new cylinder bore liners to ensure that the GT3's dry sumped engine remains a resolute powerhouse – peak torque is produced at 6,000rpm. Of course it is all translated to the rear wheels as was the case in the previous generation car, a limited slip differential is controlled electronically if you've got the PDK gearbox, in a mechanical fashion with the

manual 'box. Porsche says that the latest GT3 will hit 62mph in 3.4 seconds and continue to accelerate until it reaches a top speed of 197mph (3.9 seconds to 62mph and 198mph for the manual version of the car). By way of comparison that's a tenth of a second quicker to 62mph than the first generation car, 1mph slower at VMax. But let's remember that Porsche has a tendency to underestimate its numbers rather than overestimate...

The GT3 has always been more than the sum of its parts, and where the new car seeks to improve on the old one is via its overall feel. The dampers have been retuned to provide more feedback (there are helper springs on the rear end now), similar tweaks for feel have been conducted on the electrically-assisted steering too – which has been one area of criticism in the past. Via the touch of a button the adaptive dampers (which are factory standard issue) can be manipulated between two settings to a stiffer option. In addition to the stiffness

*The GT3 has
always been more than the
sum of its parts...*



the anti-roll bars, toe and camber settings can be adjusted manually for use on circuit. Perhaps more important of all though, rear axle steering comes as standard now – it was option on the first generation car. Depending on your speed, the system steers the rear wheels either in the opposite or the same direction as the front wheels, aiding responsiveness and stability.

Somewhat incredibly the latest generation car's aerodynamic package, which in all honesty is extremely subtle to the naked eye, provides it with 20 percent more downforce over the first generation car – with no increase in overall drag. That affords it the same level of downforce as a 997 GT3 RS and furthermore the new car somehow shaves 100kgs off the kerb weight of the old car while being marginally (a few millimetres) longer, wider and taller – it shares an identical wheelbase. The wheels on first and second generation cars are identical in

their dimensions, 9x20-inch up front and a whopping 12x20-inch at the rear wrapped in 245/35 and 305/30 section tyres respectively, the later of the two cars runs Pirelli's latest compound of Cup 2 tyre. The styling is a case of playing 'spot the difference' but the more obvious identifiers are the newer car's rear light clusters sporting the slash cut style common to the more contemporary 911. Inside you'll find the latest steering wheel and Porsche Communication System (PCM) system, the newer car has the optional carbon bucket seats (£3,324), the older car front axle lift (a £1,599 on the 991.2), both have Porsche Carbon Ceramic Brakes (£6,498 – 991.2) and neither the no cost option of the Clubsport package adding; rollcage, fire extinguisher and six-point harnesses. So all told these two are pretty well matched in terms of their specifications.

Firing either of these cars into life delivers a true sense of occasion. Perhaps

it's because we've already, in a short space of time, got used to modern Porsches being turbocharged, perhaps it's the overtly mechanical chuntering din which emanates from this pair of GT engines. The clatter of these flat-six engines, especially when cold, is more obvious in the earlier of this pair, that's on account of the first generation car having a single mass flywheel. The second generation car has a dual mass flywheel, which reduces the noise emitted on idle but doesn't entirely eliminate it – though the latter car is clearly smoother audibly speaking. At manoeuvring speeds both cars make you aware that their differentials and controls are happier being manhandled at speed than being asked to reverse into a supermarket parking spot, yet these do remain entirely useable cars for everyday tasks along those lines. In short though you're left in little doubt that you're driving a machine designed and honed for racing yet now wearing comfortable shoes and

*The best way to appreciate
a GT3 is to get it lit up on a
fast section of road...*



hiding its abs under an oversized sweatshirt. Of the two I'd say the newer car is a tiny bit less user friendly than the old one around town, be it the nature of its new engine or simply the minute tweaks to the suspension to blame. Either way, while both of these cars will cope with menial tasks, this is not where their talents lie. Not by a long shot.

The best way to appreciate a GT3 is to get it lit up on a fast section of road, and in doing so one begins to understand what all the fuss is about. Front end grip, balance and sheer grunt in the first generation car was always astonishing, and that remains the case today. As the car pushes you to push it, the front end bobbing around under load in the way only a 911 does, the GT3 allows for millimetre perfect road positioning, it dares you to stamp on the accelerator pedal harder than the time before. It wriggles from its hips on occasion but any lateral movement is linear and largely progressive, don't be fooled though – this is a

GT Porsche – it can and will bite if provoked.

As you'd expect the newer car affords all the brilliance of the first with a little more added in for extra pleasure. The way the GT3 turns in remains utterly superb, almost unreal and something that the four-wheel steering aids. That steering is a little more communicative in the new car, such is the way Porsche has refined its electronically-assisted systems in the intervening period. That gives you a better picture of what the front wheels are up to but it also, I found, manages to translate every single crease, bump and imperfection in the road surface into your wrists, which during normal driving can be a little tiring at times. Though they share wheel and tyre dimensions the new car will often tramline to the point where in extreme cases it will snatch the wheel out of your grasp. Though those whopping 21-inch rims look the business, and play their part on track, for everyday driving I can't help but wonder what a little extra tyre

profile could do here. Perhaps this is what Porsche tried to iron-out of its steering system previously before coming under heavy fire for adding less feel, might there be a slightly happier medium? That aside it is impossible to fault the steering of either GT3 – the newer car's 360mm steering wheel helps on a tactile level, the first generation car's larger rim always felt a little too cumbersome but it's by no means a bus wheel.

The chassis of both car is astonishing, throw any situation at either car and there will be a GT3 solution. Those brakes – Porsche Carbon Ceramic Brakes (PCCB) on both cars – remain one of the most impressive elements in the GT3's makeup. They are so effective that you often have to drive for the car behind you on account of the fact that the driver behind could not possibly understand how fast you can haul-up. On occasion I've struggled with PCCBs during normal driving, but in this second generation car there was less of the





squealing or abrasive feel that used to occur if you were just driving normally rather than as if your pants were on fire. Obviously though to get the best from these stoppers that's exactly how you should drive.

If you do strike a match on your under crackers then you'll be able to explore the top end of the rev range in both cars. The new version mimics what the old car did with a few percentiles of additional insanity added at the peak. The PDK gearboxes in each rifle through gears like they're going out of fashion with zero hesitation, rather controversially I don't miss the manual box one bit – and let's not forget that with this auto affair protruding from the centre console the car is (at least) 0.5 seconds faster to 62mph. In Sport mode both cars will keep the power fully on song right up to the point where a man in a dusty wig takes your driving license and tears it into

tiny pieces in front of you and commits you to a room with bars on the windows. Of course you can override the gearbox at any point and shift yourself should you require more of a feeling of control, or if you feel your reactions are sharper than that of the system but trust me, they aren't. The engine pulls from down low right up to that illegal section of the band we spoke about earlier, it does so oozing character throughout with a noise that I could listen to all day long. On that note the newer 4.0-litre has an edge over its older counterpart, it might be psychological but the note feels tougher, more purposeful, more aggressive when you gun it. Which you will – to a point.

However, there is a problem with all this. Though it might be viewed as an incremental increase in the grand scheme of things, the power offered by the second generation car over the first has pushed it into a new realm

for me, one where I feel it now leans more toward track than road use. It has long been the case that these cars had more power than you reasonably needed on the road, they were designed and built with the track in mind, but the GT3 was a useable road car too, more than any Rennsport offering at least. Now you seem to spend more time holding back than moving forward, such is the massive power available to you, and that makes the drive a little less enjoyable. Don't misunderstand me, this is a mega car, one you should covet, one that is hard to beat, but with every new version of it gradually becomes more focused and less practical. Not many would opt to use a GT3 daily, from here on that number might dwindle further for future offerings are sure to deliver more of everything. If you want over 500hp on the road then you should just hand your licence to the chap in the wig now ○



THANK YOU:

Neil Plumpton the owner of the first generation 991 GT3 used for these pictures.



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

The Tyre Kicker abandons his collection of old motorbikes and takes to the sofa for eye candy and lessons in love (Island)...

Summer has finally arrived in the UK and with it comes a new series of *Love Island*. The hit show about a busload of twenty-somethings 'coupling up' in a luxury villa in Mallorca is the centrepiece of 16-34 viewing in the UK, attracting 2.9 million viewers for the launch show. Some 56 percent of the audience is made up of 16-34 year-olds, with 1.5 million of them watching the launch: half of the entire 16-34 year old audience across all TV channels at the time of its broadcast.

As the dad of three daughters and a devoted people watcher, I am one of the 44 percent of *Love Island* watchers who is outside the 16-34 demographic. I am also the only fifty-something I know who does not see *Love Island* as some sort of guilty pleasure. No guilt is required to watch it when accompanied by 16-34 year old females (watching on your own might be different) and it is generally a pleasure to watch the bronzed body perfects making such a bloody mess out of trivial situations. From time to time, they get it right, which makes it even more of a pleasure.

I have good relationships with each of my kids, so making conversation is rarely a problem, but *Love Island* is sweet sun-kissed grease on the wheels. This show is essential viewing for all parents, particularly those of us with daughters. It certainly gives this dad and his girls something extra to talk about. "Do all men think like this?" is a common question across our sofa from 9-10pm every weeknight.

The answer is usually "no."

The *Love Island* launch show comes with an extra frisson as it forces members of the opposite sex to 'couple up' within minutes of arrival. Eleven unnaturally attractive people must form five boy/girl pairs, leaving one spare male. The dynamic between the couples and that one spare male as the pairs decide whether they are in the most profitable partnership, and the tensions created between the contestants as new and even more unusually attractive options enter the villa, is what makes *Love Island* unmissable viewing for anyone with even a passing interest in the inner workings of social psychology.

Countless studies have been done on the nature of initial attraction and the topic is a personal favourite of mine. People are strongly influenced by physical attractiveness and our brains are wired to endow attractive individuals with positive personal characteristics, such as generosity, intelligence

of valuation consultations with an overseas client who wanted to buy a Porsche 911. I asked the usual questions about why he wanted one – family history, soundtrack, investment, peer activity – to try to narrow the options, but all he would say is that he wanted a 911. It was as if he had seen a 911 driving past and switched on to them five minutes before emailing me. All air-cooled models from the earliest longhoods to the last 993s were shared for some input. It took a while to work out what he was actually looking for, but, in the end, it was pretty obvious: he just wanted some excitement.

I make very few big purchases and research everything to death in advance to be sure I am buying right for the long term, so to be around people who work in a different way is both a madness and a relief. I am always excited when someone appears out of nowhere and wants to spend tens of thousands of pounds on a car in the next five

minutes. Having worked in the motor trade for decades, I know that people like this are not uncommon: I once sold a car to some people who walked in while I was washing my hands and had decided which car they would buy by the time I had finished drying them. No test drive, no hassle, just done.

The current big story on *Love Island* (at the time of writing anyway) is Alex v Eyal v Megan. Eyal and Megan are models: Alex is an NHS doctor. Alex is handsome but his USP is his character: he walks the walk of a gentleman. Megan likes both but, in the run up to a re-match, Alex left Megan a respectful space which Eyal sailed into for a kiss. Megan paired with Eyal (her choice) and Alex was sidelined. Now his behaviour is being swayed by those who do not wait around: those who are not so respectful. Will Alex do the right thing and stand by his principles? In *Love Island*, as in life, he who hesitates is often lost. Often but not always, that is ○

*In Love Island,
as in life, he who
hesitates is
often lost...*

and sociability. This is referred to as the "what is beautiful is good stereotype". People apply this in all sorts of ways, including buying cars.

I recently carried out a series





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Philip Raby has a busy day with customers and coffee...

Well, that was a busy Saturday morning. I was here alone and ended up juggling seven customers (and their coffees) at once. It was all because people didn't quite come when expected. It wasn't a problem, though, because, as is usually the case, they were really nice people and all got on. Plus, I've learned that welcoming visitors with a decent cup of coffee always goes down well.

The day started off with a couple I've known for years coming to look at a Boxster S and a BMW Z3, of all things. It was an interesting comparison for me and them, and we were all pleasantly surprised at how different yet very appealing the two cars were. The 2001 Z3 2.2 came in as a part exchange and was in as-new condition, with under 15,000 miles from new – how could we resist? The 2000 Boxster S, in comparison, had covered 50,000 miles, which is low for a Boxster, and had the rare bonus of a full main dealer history. Of course, the Boxster was the most complete and sophisticated of the two, but the little BMW roadster

had a charm all of its own, and was impossible not to enjoy. Coffees were drunk and history files pored over and the happy couple decided, after much deliberation, that the Z3 was the car for them. Personally, I'd opt for the Boxster but then I'm biased, of course, but I can see why they chose the Z3 as it was such a unique example.

It was while I was out with the lady in the Z3 that the next customer of the day arrived and, on our return he was happily chatting Porsches with my first visitor. He was coming to see a low-mileage, left-hand drive 993 Carrera and was very enthusiastic about the car (how could you not be?). Interestingly, despite living in England, he was specifically looking for a left-hooker because he wants to do Continental road trips with his petrolhead friends. He was a bit apprehensive about test driving the Porsche because he'd never driven a classic 911 before and was particularly worried about the floor-mounted pedals; which is a concern I've never understood. As it happened, he'd no issues with the pedals but he did once or twice stray into the middle

of the road as he wasn't used to sitting on the 'wrong' side – a bit disconcerting for me as a passenger!

My 993 chap was still here drinking coffee when a man arrived unexpectedly with his wife and father to look at a 996 Turbo. "I thought you were coming at 2pm," I said. "Oh, sorry, I'm so excited I must have got it wrong," he replied. Not a problem, although I was now worried that the supplies of coffee pods were running dangerously low.

I'd already met this customer, as he'd already been a couple of days earlier to see the Turbo, after texting me to say that "He'd divorce his wife to get a Porsche." That was tongue in cheek – or it least I hoped it was. This, then, was a second visit to get the wife onboard and to let his father see the car. I took the lady out; she loved the car and was surprised when I suggested she had a drive. She finally agreed and drove

the car back to the showroom and her husband grinned as he saw us and said, "Well, that's the last time you're going near it!" I guess they had that kind of relationship.

The husband, who was like a dog with two tails, understandably wanted to have another drive of the Turbo before committing, so I took him out, leaving the wife and father in the office. On our return, the lady was a bit embarrassed that, desperate for a caffeine fix, she'd tried to make her own coffee but messed it up. I was pleased, though, that she felt comfortable enough to help herself but then a bit embarrassed that we'd finally run out of normal coffee pods, so we all had to make do with mochas ("children's coffee", as one of my son's espresso drinking friends described it at the wise old age of 13).

Coffees downed, a deposit was

The husband, who was like a dog with two tails, wanted to have another drive of the Turbo...



placed on the 996 Turbo and we all shook hands on the deal. Another Porsche dream was realised for someone which is great!

I then made a quick dash to Tesco for a meal deal for me (it's all glamour, this job) and a fresh supply of coffee for the office. Which turned out to be a good move, as I later had a surprise visit from a 996 GT2 owner and his girlfriend, both gagging for a drink – coffee naturally.

It's finally quietened down for a while, so I'm sitting here with an Americano, writing this column...○



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

Dino suffers a difficult weekend of Carrera Cup GB racing, but remains firmly in the championship hunt...

The highs and lows of racing. One minute you're up, the next you're down. We were up at Monza and we came crashing back down at the very next meeting – Oulton Park. I need to flick through the '101 Racing Driver Excuses' book and read aloud the chapter about luck – if there is such a thing as bad luck we were definitely on the receiving end of it at Oulton.

The weekend started off positively as championship leader. To win the title you need to be consistent at every track, even if you don't like a particular circuit. Oulton has never been my strongest circuit, I've not won there since I started racing Ginettas in 2008. I finished second twice last year, this year I qualified on the front row ahead of my main championship rival, which I was happy about considering it is probably my weakest track. But the positive vibes ended there.

I got a good start in the opening

race, but half a lap later I was chasing the leader who clipped a bollard on the inside of a corner, it dislodged and speared straight into my 911's radiator. From that moment I knew I was in trouble. I went wide in the next corner, slipping on my own coolant which was dripping onto the front tyres. Alarms were flashing up on the dash – at this point, as a driver, you're just praying the issue won't end your race.

I had a similar feeling at Monza when I was leading and a rear tyre sensor failed – I thought I was going to have a puncture. Thankfully that day I went on to win the race, at Oulton however I had a horrible feeling I was not going to be able to hang on, and I was right. I completed another six or seven laps managing to stay in third place some way back from the leaders. I was hanging on for dear life, just about getting around with coolant on my tyres, I almost crashed so

many times. I was looking for any sort of reprieve; a red flag to end the race early, a safety car, anything! With the reverse grid rules this year, I knew that if I couldn't finish race one I would start race two in last position. Sadly, around two-thirds of the way through race one my oil temperature rose to 135 degrees – 35 degrees too much – I had to concede. I backed out and pulled the car into the pits to retire, the team were gutted and so was I.

The 'book' doesn't tell you how to handle bad luck, but what can you do in those circumstances? I could not react to the bollard and my race was done from that moment onwards. When it rains, it pours – for race two I started from the back. I made a slightly risky manoeuvre around the outside of an Am category driver at the first corner, it would have been fine against another Pro driver, but I got tipped into a spin and rejoined 30 seconds back. I looked up at the sky, laughed

at the weekend and finished the race. I did manage to cross the line in 10th place overall after catching and passing several Am and Pro-Am drivers, but I jumped out of the car and left the circuit almost immediately. There was not much more I could have done that weekend – it just wasn't to be.

In fairness my last bit of 'bad luck' was at Donington Park in 2017 when my team mate and I were disqualified for a scrutineering issue. From that point onwards I scored

If there was such a thing as being 'due' a bad result, I guess we were...



eight podiums from nine races, this season I've consistently been on the podium too – so that's 14 consecutive podiums in 15 races. As I said to my team, if there was such a thing as being 'due' a bad result, I guess we were. I've picked up the pieces and dusted myself off since, I'm excited to get the second half of the season underway. I've lost the championship lead but I am just one point behind, when you consider how rough the weekend was we'll take that.

Next we're at Snetterton, Knockhill, Silverstone and Brands Hatch – all circuits that I love. So, let me put 'the book' down, pick up my crash helmet and get on with it ○

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

Our calendar of major events for the coming months...

JUNE

29th-1st July
Porsche Supercup
Red Bull Ring, Austria
www.porsche.com

JULY

6th-8th
IMSA:
Canadian Tire
Motorsport Park
Bowmanville
www.imsa.com

6th-8th
Porsche Supercup
Silverstone
www.porsche.com

6th-8th
Le Mans Classic
Le Sarthe
www.lemansclassic.com

12th-15th
Goodwood
Festival of Speed
Chichester
www.goodwood.com

20th-21st
IMSA: Northeast Grand Prix
Lakeville
www.imsa.com

20th-22nd
Porsche Supercup
Hockenheim
www.porsche.com

27-29th
Carrera Cup GB
Snetterton
www.porsche.co.uk

27th-29th
Porsche Supercup
Hungary
www.porsche.com

AUGUST

3rd-5th
IMSA: Road America
Elkhart Lake
www.imsa.com

16th-19th
WEC
Silverstone
www.fiawec.com

17th-18th
IMSA: Virginia
Alton
www.imsa.com

24-26th
Carrera Cup GB
Knockhill
www.porsche.co.uk

24th-26th
Porsche Supercup
Spa
www.porsche.com

SEPTEMBER

2nd-4th
Porsche Supercup
Monza
www.porsche.com

7th - 9th
Goodwood Revival
Chichester
www.goodwood.com

7th-9th
IMSA
Monterey Grand Prix – Laguna Seca
www.imsa.com

14th-16th
Carrera Cup GB
Silverstone
www.porsche.co.uk

17th-19th -
IMSA
Virginia International Raceway
www.imsa.com

28-30th
Carrera Cup GB
Brands Hatch
www.porsche.co.uk

OCTOBER

10th-12th
WEC
Fuji
www.fiawec.com

10th- 13th
IMSA
Petit Le Mans – Road Atlanta
www.imsa.com

21st-23rd
Porsche Supercup
Austin – Texas
www.porsche.com



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Resurrection

Once unloved and forgotten, the 964 is now hot property on the classic Porsche scene. Here's how to buy a good one...

Story: Philip Raby Photography: Various

Never has a Porsche experienced a change of fortunes like the 964 model 911. For years it lived in the shadow of its successor, the 993, but now the 964 is hot property with values equal to, if not greater than, the 993.

So what's going on? Well, when it was launched in 1989, in Carrera 4 form, the 964 was revolutionary, in that it was the first time that a 911 had strayed from the original format which dated back to 1963. Four-wheel drive, power steering, ABS brakes, coil-sprung (as opposed to torsion bar) suspension, a heavily revised engine, deformable plastic bumpers and a self-deploying rear spoiler were all radical departures for the 911. In fact, Porsche claimed that the 964 was 87 percent new, compared to the Carrera 3.2 it replaced.

Exciting stuff, and the 964 was heralded a success in the world's motoring press, who

loved the new 911's power, handling and all-round usability. But then the problems began – owners complained of engine oil leaks and troublesome dual-mass flywheels. These were issues which Porsche quickly and effectively addressed, but the damage was done, and the poor old 964 developed a somewhat unfair reputation for being unreliable.

Then, in 1994, came the 993 to replace the 964 and the new car was praised for its more curvaceous body, more integrated bumpers and sexy swept-back headlamps. The 993 was, said everyone, a better looking and more reliable Porsche and the poor old 964 was all but forgotten for many years. Values plummeted (you could once pick up a reasonable 964 for £12,000 when an equivalent 993 would be closer to £20,000) and many were neglected and abused, while 993s were usually cherished and admired.

There was, though, always a hardcore of 964 enthusiasts who knew what good cars these really were. The 964 was essentially the same under the skin as the 993, had the benefit of a more classic 911 side profile, was slightly rawer to drive, and relatively rare (the world was in recession in the early 1990s, so Porsche didn't sell many). These owners worked hard behind the scenes, chatting on internet forums, meeting up at events, and keeping their 964s alive, waiting for the day that the rest of the world would wake up and realise what they were missing.

And that has now happened. In recent years, interest in the 964 has soared, as have values, and good examples are very sought after. The problem now is finding a decent 964 – it's much easier to buy a 993 – which is where this guide comes in, to help you through the various models and what to look





for. We're sticking to the standard 964s – this isn't the place for the even rarer Turbos and RSs, although much of the information will be relevant to these models, too. Let's begin by looking at the various models you can choose from as there are quite a few.

The first big divider is two- or four-wheel drive. The 964 launched in 1989 as the Carrera 4, with an all-new G64 gearbox linked to an

mechanical four-wheel drive system. This has proven to be a reliable and tough system, which gives fantastic traction off the line and on difficult surfaces. It does, though, have a reputation for heavy understeer. A year later, Porsche introduced the Carrera 2 (incidentally, the 964 was the only 911 ever badged thus; later two-wheel drive variants are simply labelled 'Carrera'). This was 100kg lighter and

remains the purist's choice for its more nimble handling and, today, it's the rarer of the two.

For these reasons, Carrera 2s tend to sell for an often hefty premium over the four-wheel drive variant. However, don't dismiss a Carrera 4 – the oversteer can be much reduced simply by setting up the suspension geometry properly. Most people, most of the time, will be just as happy with a 4 as with a 2.

In recent years interest in the 964 has soared, good examples are sought after





Next, you have a choice of roof styles. The fixed coupé has always been the favourite, for its pure looks and practicality, but there is also the Targa, with its lift-out roof panel, plus the Cabriolet, which has a fully electric roof. At the time of production, the Cabriolet was more popular than the rather less convenient Targa and remained so for many years after. Today, though, Targas have overtaken Cabriolets in the desirability stakes, probably because Porsche has resurrected the Targa style, albeit in a very different way, with the current 991. Coupés tend to attract a price premium but Targas have almost caught up in value, because people see them as an attractive alternative and, of

course, classic Porsches are rarely driven in bad weather, so an open roof is a lot of fun. That said, Cabriolets are currently the poor relation so, if you're looking for a relative bargain, go for a rag-top. Ironically, the Cabriolet roof is a more practical solution than the Targa – you can open and close the roof at the touch of a button, it doesn't fill up valuable boot space when open, and it's generally a better fit closed than the Targa panel.

One final decision is whether you go for a manual or automatic gearbox. The 964 was the first 911 to be offered with the option of an automatic Tiptronic transmission. This four-speed gearbox was available only with the

Carrera 2 and gave a choice of fully automatic changes or manual ones made by 'tipping' the floor mounted lever back and forth. If we're honest, it's not as good as the later Tiptronic gearbox used in the 996 and 997, and it does make the 964 less fun to drive. That said, it does what it's meant to do and, as Tiptronic cars are less sought after, they are usually noticeably cheaper than equivalent manual gearbox cars, so you can pick up a relative bargain if you can live with an auto. And, of course, the Tiptronic 'box makes 964 ownership accessible to those who, for whatever reason, are unable to drive a manual.

In its short production life, the 964 didn't





*The first thing everyone asks
about a 964 is whether or not the
engine has been rebuilt*

change much. The only noticeable update occurred in 1992, when the original 'elephant ear' mirrors – which carried over from the Carrera 3.2 – were replaced by the rather more elegant 'teardrop' or 'Cup' mirrors in 1992. At the same time, the original flat-faced Design90 wheels made way for the more shapely Cup alloys. For years, one of the most popular 964 upgrades was to replace the early wheels and mirrors with these later ones, so don't be tricked into thinking a 964 is newer than you think simply because of the alloys. Bizarrely, today, the original Design90 wheels are having a resurgence of popularity as owners appreciate the appeal of keeping their Porsches original; it's even the same with the square mirrors. Speaking of which, if a car has had later-type mirrors fitted, do check that the electrical adjustment works properly – the wiring is different and people often get it wrong or give up trying.

Now you've narrowed down just what type of 964 you're after, what will it cost you? Because the model was unloved for so long, a few years ago, there were some scruffy and neglected examples selling cheaply. Today, these have either been restored or scrapped, so really bad 964s rarely come on the market. That's a good thing, because projects rarely turn out to be economically viable and you're

far better off starting with a decent car.

Probably the least desirable – and therefore most affordable – 964 is a Tiptronic Cabriolet and a good one will cost around £30,000 with about 130,000 miles on the clock. If you want a manual-transmission Cabriolet, you're looking at £35,000, more for a reasonable one.

Targas are no longer the bargains they once were, with prices almost up there with coupés. Around £35,000 will get you into an acceptable higher-mileage 964 Targa, with prices heading north of that as mileage drops and condition rises.

If you want a coupe, then budget for at least £40,000, which will buy a reasonable but high-mileage Carrera 4. Add £5,000 to this for an equivalent Carrera 2. Once you get over £50,000, you're in the sweet spot with a reasonable choice of well sorted 964 coupes. Again, expect to pay around a £5,000 premium for a Carrera 2 over a similar 4. From there on, the sky's the limit, with lovely low-mileage and pristine Carrera 2s, in particular, selling for up to £70,000 and even as much as £80,000.

When you're looking at a 964, as with any used Porsche, a good, well-documented service history is worth a lot. Okay, what was done to the car 20 years ago isn't particularly relevant although it's nice to have. What is more important is the last four years' or so of

documents. You want to be able to build up a picture of what's been done to the car, both in terms of routine servicing and any larger jobs. Lots of receipts for small jobs and items suggests a caring owner who's not been scared to spend money on the car.

The first thing everyone asks about a 964 is whether or not the engine has been rebuilt. That's because the engines can leak oil and the main reason for a rebuild is to cure such leaks, not because of any particular wear and tear to the mechanicals. A record of a rebuild is good to see, but don't be put off a 964 just because its engine hasn't been rebuilt – if it runs well, doesn't smoke or leak oil, then the chances are it's just fine. In fact, a bit of an oil leak is only to be expected with most air-cooled 911 engines, and the 964 is no worse than others in this respect.

The reason that the 964 engine has a reputation for leaks is because the very first units, made in 1989, didn't have any form of gaskets between the cylinders and heads, relying instead on an accurate metal-to-metal seal (a bit like a racing car engine). In 1990 the engine was modified with cylinders that had both a larger seating surface and a sealing ring, and this cured the problem. Many of these early engines were updated under warranty and any that didn't would surely have been rebuilt



in the intervening years, so an original early 964 engine without gaskets would be very rare today. Today, oil leaks are due to ageing seals more than any inherent design weakness.

The other issue that plagued early 964s was its dual-mass flywheel. Made by Freudenberg, this had a rubber damper which was prone to breaking up, leading to vibration and a rattling sound when accelerating under load. Again, though, Porsche solved the problem by switching manufacturer to LUK and most, if not all, cars have been updated over the years. Alternatively, a conventional solid flywheel may have been fitted to solve the problem.

Gearboxes are generally tough in 964s and changes should be smooth and precise. Tiptronic should shift neatly up and down, in both automatic and manual modes.

Although the 964 retains a traditional 911 dash, with its trademark five dials, hidden within them is an array of warning lights. These come on with the ignition but should all extinguish within a minute or two of driving. If not, you need to investigate what's going on. Nine times out of ten the problem is trivial but it may be an indication of something more serious. In particular, the ABS light and the four-wheel drive warning on a Carrera 4 could be causes of concern (and you also have to ask yourself why the seller hasn't already sorted it). Also on the dash is the oil pressure gauge, as per all air-cooled 911s. Although this is not an accurate instrument, it should go from near the bottom at idle to near the top when the engine's revving – it's that sweep of movement you want to see. If not, either the sender unit is faulty or, more seriously, there's an issue with the engine.

While you're inside the car, check that the electrics all work (including the aforementioned mirrors). Most, if not all, UK coupes came with sunroofs, so check this runs back and forth smoothly. If you're looking at a Cabriolet, the roof should open and close neatly and quietly. A Targa, meanwhile, should be driven with the roof in place to ensure there's not too much wind noise at high speed – it'll never be as quiet as a coupe but it should

at least be bearable (often it's not).

The interior trim is generally tough (the leather stands up much better than in more modern 911s!) so it's rare to find scruffy 964 cockpits. If you do, then expect to have to spend a fair amount of money at a trimmer to get it up to a decent standard. Over the years, many cars have been fitted with aftermarket radios, speakers, alarms and telephones, so be wary of stray wires hanging from the underside of the dash. On all variants, even coupés, look for evidence of water ingress, especially around the rear seats and floor. The soundproofing invariably breaks up under the carpet in the front footwells.

The front seats had, as standard, partly electrical operation standard with a manual lever for fore and aft movement; fully electric operation was an option. The adjustment switches tend to be rarely used as, once an owner has set their seat, they tend to leave it, so the contacts corrode and stop working.

While you're inside, take a look at the heating system. If you are used to earlier 911s, this will be a revelation because the controls are simple to understand and logical. Even so, because the engine is air-cooled, cabin heating was always a challenge for Porsche's engineers; air passes through heat-exchangers in the exhaust system and then pumped into the cockpit. The 964's thermostatically controlled, electronic system is a big improvement on the early type, which relied on a clumsy mechanical control system between the seats, but it can be troublesome.

To check the heating system, turn the control knob to a high temperature; the rear blower fan should start up at low speed. Set the internal fan speed using the speed control knob, and check it at all speeds; squeaking fans are not unusual. Pressing the demist button should activate the right-hand fan at full blast and turn off the left-hand fan (if it's on). If the heating doesn't operate as expected, it could be down to a faulty control unit (the soldered joints can give up the ghost), which would have to be replaced or repaired.

Not many UK 964s had air-conditioning

so it's a rare treat to find one so-equipped. It's even rarer if the system works – there's no reason for it not to, but often people don't maintain it. The air-con is not like modern climate control but rather a simple on/off system that should give a pleasant waft of cool, but not icy, air.

Moving outside, the 964 has a fully galvanised bodyshell, which has slowed down the rate of corrosion to the extent that really rusty 964s are rare – so rare that you should question any car that is particularly rotten. That said, they do rust, so you need to keep an eye out for bubbling around the rear wings, both around the arches and behind, the front arches, around the headlamps, and at the base of the windscreen and rear window.

The bumpers are plastic so obviously don't rust, but they do crack. They were designed to withstand low-speed knocks but, over the years, both the plastic and the paint on them will have hardened, so they do now crack more easily. Minor cracks can be repaired by a bodyshop and repainted so it's not a major issue. Do, though, look for bodged fixes and poor-quality paint – especially at the front of the car, where stone chips are inevitable.

Moving to the rear, that array of lights and reflector can (and invariably does) let down an otherwise lovely 964. The problem



The interior trim is generally tough so it's rare to find scruffy cockpits





is, the red plastic always fades to an insipid pink, while the centre reflector tends to split open at the seams. The light units and the reflector can suffer from condensation, leading to water collecting inside and green mildew building up. Porsche tried to solve this problem by feeding warm air into the units from the heating system, but it doesn't really help. The only proper solution to faded and/or damp lights and reflector is to fit new ones, which will transform the look of a 964. Unfortunately, they will also transform your bank account, at around £1,000 a set.

While at the back of the car, the rear spoiler

is designed to rise at around 50mph and drop down again at less than 7mph, so check that it does so. The reason it stays up at lower speeds is that it's, not only an aerodynamic device, it also aids engine cooling. If the spoiler fails to rise automatically, a dashboard warning light comes on. The spoiler can be raised manually; in very early cars there's a switch on the underside of the engine compartment cover but on later cars, it's on the centre console in the cockpit. It's worth raising the spoiler up to check that the vertical blind is intact. This is made from lightweight plastic and folds down with the spoiler, and over time it will split

on the folds. It's a cheap and simple item to replace but often gets overlooked.

All this apart, other checks are pretty much what you'd expect to do with any used car – tyres, brakes and so on. It may take you a while to find a really good 964, but once you do, you'll be in for a real treat. There is an array of specialists able to help you find a good one, we'd advise you to flick through this issue to find them. The 964 is the perfect blend of classic and modern 911 – no wonder they are in such demand. We're just amazed that there was once a time when no one wanted them! ○





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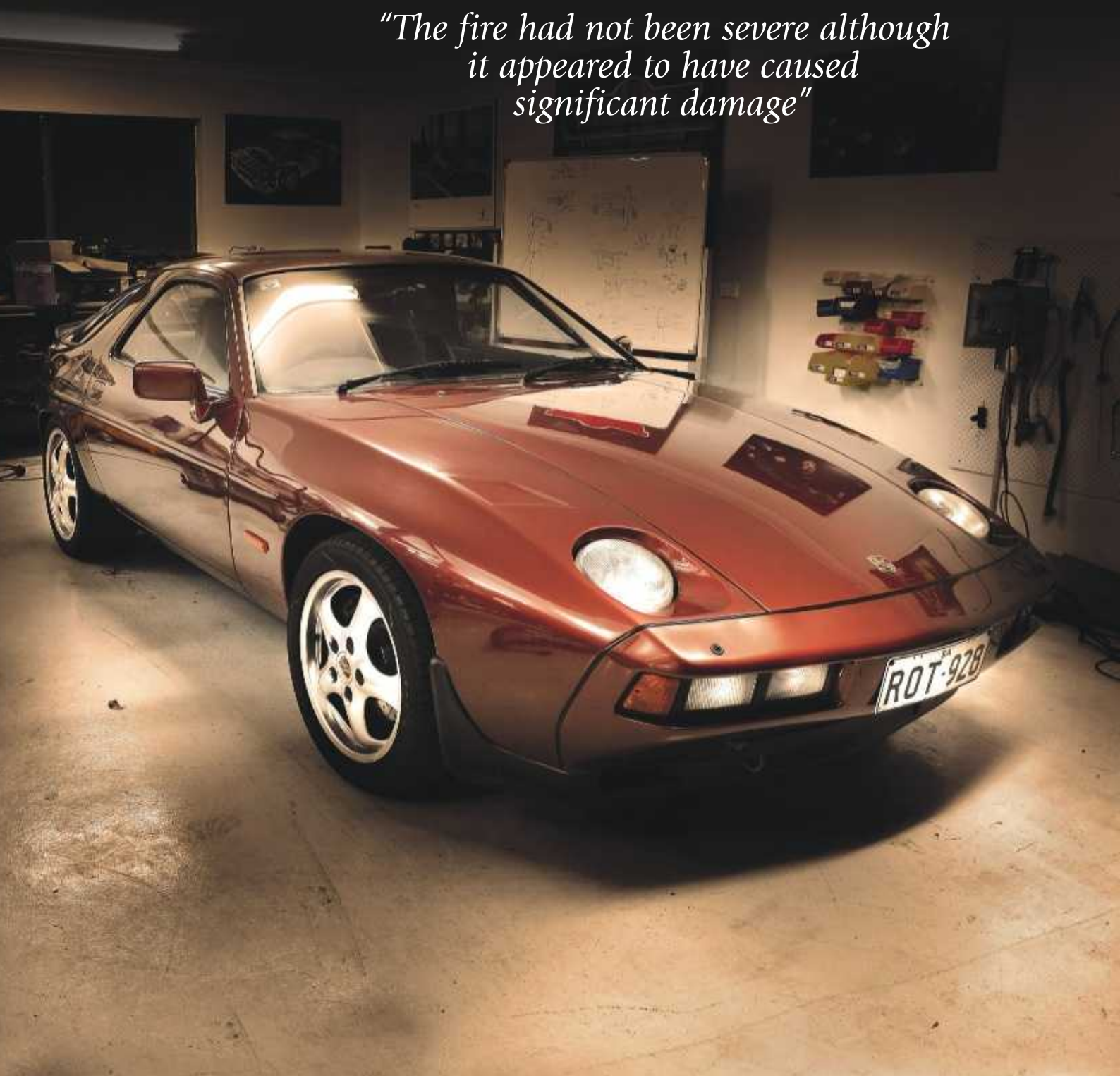
Being wheelchair bound hasn't stopped Australian engineer Michael Kelly rescuing and restoring not one but six 928s – this is the story of his latest acquisition...

Story: Richard Holdsworth Photography: Mike Kelly, Bob Taylor





*"The fire had not been severe although
it appeared to have caused
significant damage"*



Many people would look upon the restoration of one Porsche 928 as a long-term plan, maybe even a lifetime's work, certainly six would suggest a spell in the mad house or at least something that would generate laughter heard a few streets away. And from a wheelchair? Mind you, Michael Kelly is an engineer and a very practical man at that, and he is supported (most ably) by his wife, Sharyn, and very good friend, Frank Bartley. But you would still think that having rescued and restored – in one form or another – five 928's, he would have 'retired' with satisfaction.

But one sunny day in January, 2013, Mike received an invitation to view another 928, this a fire damaged 1986 model. Already occupying space in his garage were two of the five he had restored – but a little bird told him that he and his friend, Frank, should go out and have a look. The car was said to have an interior "in very good condition" and the 'little bird' wondered how this could be if the fire damage was that great.

I am sitting in Mike's house just south of Adelaide with Mike's wife, Mike explains what they found when he and Frank first espied this particular 928:

"The fire had not been severe although at a first glance it appeared to have caused significant damage. But..." Mike pauses, "Our experience told us here was something that could be salvaged and more than just that – made as good as any 928 of that vintage on the road today".

The car had been advertised on eBay and Mike made a bid, 3,700 Australian Dollars (less than £2,000 at the time) and the car joined his existing stable of two 928s on his

driveway. It was the third 928 that Mike had bought that was not drivable; the car arrived a few days later on a transporter at his home and was wheeled into his extensive and well-equipped garage and work got under way.

As Mike and Frank's original inspection had told them, the fire had not been severe although to the untrained eye it looked that way. Once the bonnet was prized open, they found the radiator hoses, plastic radiator filler bottle and plastic radiator tanks all intact and the cooling system full of coolant. The brakes were still functional, hydraulically and full of brake fluid, though the fluid filler cap was heat damaged: "On opening the brake fluid cap, even the screen and fluid beneath were clean and wholesome," we're told.

How the fire started and how long it burnt was pure conjecture on part of the redoubtable duo. But as most items damaged were in the "valley" of the V8 engine, it was assumed that raw fuel had escaped at that point and somehow ignited. Mike explains: "The areas beyond the front and back under-bonnet seals and at the windscreen wiper bay and the top of the radiator, showed no obvious signs of heat damage".

They even found that dry leaves in the windscreen wiper bay and right next to the rear of the engine bay had not ignited.

"What had happened was that many of the light plastic items had melted, some had burnt but most just melted and flowed down. These included air intake tubes, plastic vacuum lines and electrical wiring and some of the electrical wiring loom's outer covering were heat damaged, but leaving the actual cables and their insulation soft and still pliable although wiring on the engine itself was destroyed.

Many rubber components survived completely although some emission hoses deeper in the valley of the engine showed charring".

The first step in the rehabilitation of the car was to pressure wash the engine compartment and this confirmed their original guess that the damage looked far worse than the initial inspection had suggested.

Next was to remove the engine and once that was done it was found that the paint on the Macphersons strut towers of the inner mudguards had survived, as had the rubber grommets and insulation on 'P' clamps holding the fuel supply pipe and the two air-conditioner pipes. The heat hadn't been sufficient to even darken the paint.

"The mountings for the top suspension wishbone are much lower than the heat affected area so they were in good order", Mike smiles, "In fact Richard, they were still covered with typical engine-bay oily grime accrued with day-to-day motoring".

Mike tells me he has a Porsche 928 factory manual set which includes the complete wiring diagrams and the Porsche PET (electronic parts system), and they used this as a "bible" to compile lists of items to be replaced or overhauled as work got under way.

"I have removed a few 928 engines over the years and in this case it soon became clear that the repair of this vehicle was a pretty straightforward exercise in component service or replacement. As a matter of course, items that wear or deteriorate over the 28 years' lifetime of any vehicle are replaced and that's what we did with this 928. It paid off!"

In the case of Mike's 'new' 928, they replaced fuel hoses, emissions hoses, oil hoses, vacuum lines and their respective seals.





To complete the rebirth Mike and Frank carried out a number of other jobs

Items that are difficult to access with the engine in place and that could need a service at a later date, were also replaced. I scribble away as Mike calls them out; windscreen washer pump, idle stabilisation valve, water pump, camshaft timing belt, brake power booster, cam cover gaskets, sump gasket and power steering pump seals. Complex items such as the fuel injectors and brake master cylinder were sent to specialist repair shops for overhaul and testing.

They now turned their attention to the car's damaged wiring. As Mike explains:

"The engine wiring looms are in two main sections and one of these was very badly damaged, the other, not so. The body wiring loom is massive, coming through the passenger's side fire wall and travelling forward along the left inner guard, right around the front of the vehicle and back up the driver's side inner guard".

Mike tells me that this loom would have been fitted in the factory as one of the first items in the bare body shell.

"As the vehicle had been well maintained the main wiring looms were pristine, except

for the small heat affected sections along the front, inner guards. We opened these sections up by removing the loom's outer covering to reveal the actual cables so that each individual wire could be checked and assessed. This revealed a much better picture than had been anticipated. The largest section of the body loom, the left hand inner guard section, containing nearly 50 individual wires, had suffered very little damage. The right hand inner guard section near the end of the loom breaks down into smaller loom sections that terminate at various electrical units. These





smaller sections were less able to survive the heat and had sustained enough damage to warrant severing and grafting in a new section, whereas the left side had just a few wires that had their insulation heated enough to stick them together. While they passed our current flow tests, it was decided to remove each damaged section of each wire and replace them with the same gauge and colour code of wire that was originally used." Mike smiles again, "Better safe than sorry."

The two engine looms were checked visually and with a multimeter and some terminals re-soldered and re-insulated with heat shrink sleeve, re-tested and fitted to the engine. The replacement body loom was stripped open to remove the sections of the correct wire gauge and colour code as originally used by Porsche in this vehicle, ready to be grafted into the vehicle's loom. Mike tells me that they soldered all the joints using a Hakko 936 soldering station and 'no clean' C390 solder.

"We checked each joint visually and mechanically by pulling at the joint and then electrically testing with the multimeter. We then sealed each joint with a heat shrink sleeve and a Bosch hot air gun. Once a circuit was completed, we tested it with a 240 volt AC to 12 volt DC 30 Amp power supply to verify the circuit was functional and to check the current draw in that circuit".

All sensors including temperature, pressure and the oxygen sensor were replaced by Mike and Frank and then tested in situ in accordance with the official Porsche test procedure laid out in the workshop manuals and test supplements.

"We sent the items such as fuel injectors and brake master cylinders that needed specialist service to the relevant specialist service providers in Australia. The same with the mass air flow meter was sent to JDS Porsche in Cambridge (UK) for exchange, an overhauled and a calibrated unit was returned".

To complete the rebirth of this 1986 Porsche 928 to first-class roadworthy condition, Mike and Frank carried out a number of other service jobs. All brake discs were found to be under the minimum thickness as recommended by Porsche, so these were replaced with new ones.

Once the engine was able to be started and run, some minor oil leaks were found in the engine cooler lines, and transmission cooler lines and the transmission filler bottle. These items were all replaced with new ones. Although the fuel pressure and flow tests passed Porsche's specifications, inspection of the two fuel pumps found the in-tank pump to be defective. It was replaced with a new one from Mike's stock which Mike obtained from their contact in the States. NOS (or New Old Stock) can be picked up for a song and this was the case with the in-tank fuel pump – normally over \$1000, Mike got one for \$80!

In summary this is as good a repair of



a fire-damaged 928 as you will find and a remarkable achievement for a man in a wheelchair. But Mike Kelly has his ally in Frank Bartley and they are both fully trained motor mechanics, Frank having completed a five-year apprenticeship as a motor mechanic and Mike, four-year as an apprentice including auto electrical and diesel as well as having successfully completed a Diploma in Management Practices.

Having spent some time in Mike's company, it is clear he is a determined and adventurous man – and a combination of the two brought about his disability. Mike and a couple of friends saw an advert in a local newspaper: passengers needed to take the Tour of a Lifetime through Africa and Europe to London – only capable persons need apply... Six weeks

after returning from the top of Namibia and paying a visit to the scorching east coast of South Africa and the cool sea beckoned for the 22-year-old – what he thought was fathoms deep wasn't. A friend got him back to Cape Town and the first-class spinal treatment unit. The Australian Consulate proved invaluable as were his elder brother and his wife who flew to Cape Town to help. Michael spent six months in the expert care of the Spinal Unit at a Cape Town hospital before being flown home to South Australia where his rehabilitation continued.

But there was still the lure of his days fixing cars, he had owned an MG TC before leaving Australia and with part of rehab requiring a hand control driver's licence and determined to get back behind the wheel, Mike bought

a Jaguar S 3.8 and had it fitted with hand controls. In fact, Michael had also owned a 4.2 Mark 10 and a 3.4 MkII before he discovered Porsche 928s:

"I was impressed with the 928 technology, the build quality and the way Porsche had created a car with a layout and so many major components totally alien to them. Front-engined, water cooled and a V8, all new to Stuttgart. Porsche engineers had done their homework, I was convinced of that," Michael tells us with his customary smile. "I was very much hooked".

And so started this love affair with Porsche's front engined coupé – six rescued 928s later, this is Mike's last (is it the last, though?), affectionately known as Crispy, and as we have seen it has a story as remarkable as his own ○

*Six rescued 928s later,
this is Mike's last...*



Mike and Frank use Porsche parts suppliers in the United States including LA Auto Parts in Los Angeles (+ 1 213 365 0916) and Roger Tyson 928sRus (+ 1 817 430 2688) 928 International (+1 714 632 9288). In Australia, second-hand parts including wiring looms for 'Crispy' have been obtained from Matt Nicholson of Car Wreckers in Paramatta, Sydney, 0477 964 311/0424 928 930 www.landsharkoz.com



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Porsche 911 (1997) 4 "GTS" 3.8
(61 - 2011) Basalt black with black leather
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PORSCHE 911 (1997) TURBO 3.8 "GEN 2"
PDK (59-2009) Basalt black with grey with
black leather 56,000 Miles.....£68,000



PORSCHE 911 (1997) "2S" 3.8
(59 - 2009) Basalt Black with black leather
37,000 Miles£48,000



PORSCHE 911 (1997) "2S" 3.8 "GEN 2"
PDK (59-2009) Basalt black with red
leather 33,000 Miles£47,000



PORSCHE 911 (1997) "C2" 3.8
(09 - 2009) Silver with Black
leather 37,000 Miles£45,000



PORSCHE 911 (1997) "2S" 3.8 "GEN 2"
PDK (60 - 2010) Basalt black with black
leather 65,000 Miles.....£43,000



PORSCHE 911 (1997) "2S" 3.6 "GEN 2"
PDK (58-2008) Basalt black with black
leather 75,000 Miles.....£38,000



PORSCHE 911 (1997) "C2" 3.6 "GEN 2"
(60 - 2010) Silver with black leather
20,000 Miles.....£45,000



PORSCHE 911 (1997) "C2" 3.6 "GEN 2"
PDK (59 - 2009) GT Silver with black
leather 23,000 Miles.....£44,000



PORSCHE 911 (1997) "C2" 3.6 "GEN 2"
PDK (60 - 2010) Silver with black leather
44,000 Miles.....£42,000



PORSCHE 911 (1997) "C2" 3.6 "GEN 2"
PDK (09 - 2009) Aqua Blue with black
leather 42,000 Miles.....£41,000



PORSCHE 911 (1997) TURBO 3.6 TIP
(58 - 2008) GT Silver with black leather
51,000 Miles.....£58,000



PORSCHE 911 (1997) TURBO 3.6
(06 - 2006) Cobalt Blue with black leather
52,000 Miles.....£56,000



PORSCHE 911 (1997) TURBO 3.6 TIP
(56 - 2006) Basalt black with black leather
52,000 Miles.....£54,000



PORSCHE 911 (1997) TURBO 3.6 TIP
(57 - 2007) Silver with black leather
63,000£50,000



PORSCHE 911 (1997) "4S" 3.8
(57 - 2007) Atlas grey with black leather
57,000 Miles.....£34,000



PORSCHE 911 (1997) "2S" 3.8
(07 - 2007) Silver with ocean blue leather
40,000 Miles.....£35,000



PORSCHE 911 (1997) "2S" 3.8
(08 - 2008) Cobalt blue with black leather
63,000 Miles£34,000



PORSCHE 911 (1997) "2S" 3.8
(07 - 2007) GT silver with stone grey
leather 56,000 Miles.....£34,000



PORSCHE 911 (1997) "4S" 3.8
(56 - 2006) Lapis blue with ocean blue
leather 57,000 Miles.....£34,000



PORSCHE 911 (1997) "2S" 3.8
(07 - 2007) Cobalt blue with black leather
53,000 Miles.....£34,000



PORSCHE 911 (1997) "4S" 3.8
(06 - 2006) Basalt black with black
leather 56,000 Miles.....£34,000



PORSCHE 911 (1997) "4S" 3.8 TIP
(56 - 2006) Silver with ocean blue leather
51,000 Miles.....£33,000



PORSCHE 911 (1997) "4S" 3.8 CAB TIP
(06 - 2006) Lapis blue with stone grey
leather 68,000 Miles.....£33,000



PORSCHE 911 (1997) "2S" 3.8
(07 - 2007) GT Silver with black leather
62,000 Miles.....£33,000



PORSCHE 911 (1997) "4S" CAB TIP
(56 - 2006) Silver with black leather
66,000 Miles.....£33,000



PORSCHE 911 (1997) "4S" 3.8 CAB
(56 - 2007) Basalt black with red
leather 63,000 Miles.....£33,000



PORSCHE 911 (1997) "4S" 3.8 CAB
(06-2006) Seal grey with ocean blue leather
60,000 Miles.....£33,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(57-2007) Silver with black leather
53,000 Miles.....£33,000



PORSCHE 911 (1997) "2S" 3.8 TIP CAB
(07-2007) Basalt black with black leather
62,000 Miles.....£30,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(56-2006) Silver with black leather
48,000 Miles.....£32,000



Porsche 911 (1997) "4S" 3.8
(56-2006) Basalt black with black leather
63,000 Miles£32,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(55-2006) Silver with black leather
40,000 Miles.....£30,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(56-2006) Silver with ocean blue leather
57,000 Miles.....£30,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(05-2005) Seal grey with red leather
40,000 Miles.....£30,000



PORSCHE 911 (1996) TURBO 3.6 TIP
(53 - 2003) Silver with black leather
51,000 Miles.....£42,000



Porsche 911 (1993) C4 3.6
(N - 1996) Midnight blue with grey leather
94,000 Miles.....£50,000



PORSCHE CAYMAN "S" 3.4 PDK
(14 - 2014) White with black leather
43,000 Miles.....£35,000



PORSCHE BOXTER 2.7 PDK
(64-2015) Basalt black with black leather
29,000 Miles.....£33,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(58-2008) Basalt black with black leather
54,000 Miles.....£23,000

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PORSCHE WANTED (2003 TO 2014)

“*Le Petit Tank*”

Built by an independent entrepreneur, the 1951 ‘Sauter 356 Roadster’ predates Porsche’s America Roadster with which it shares much. It remains one of the most mysterious cars ever built...

Story: Simon Jackson

Photography: The Petersen Automotive Museum





The Porsche annals are littered with weird and wonderful vehicles and mind-blowing anecdotes and statistics, many from the early days of the company. It is part of what makes this historical brand so very interesting. Few period Porsche yarns are more mysterious though than the account of the 1951 Sauter 356 Roadster – a car even today shrouded in myth, misinformation and assumption. The Sauter Roadster was never officially recognised

as a true Porsche by the factory for one good reason – it wasn't built by the factory. Yet it is almost identical to the America Roadster penned by Porsche's own design office a year earlier, and subsequently built soon afterwards. Furthermore, while the Sauter car provides us with a fascinating tale in its own right, in typical Porsche style its later Roadster likeness shares an equally unique and somewhat torrid story. Best we dust off the history files and dive in...

Perhaps rather oddly for a vehicle of its era, the America Roadster's genesis centres around an engine, not a chassis – the 1.5-litre Super mill to be precise. This unit, which emerged from Porsche in the late 1940s, was expressly designed to go racing. The 1,488cc motor had already proved itself in road racing events, now Porsche considered creating a new track-orientated body type in which to fit it. As its basis the proposal for such a car, which first saw light in 1950, started with the chassis of the 356 then placed atop it an open-top body the lines of which largely followed sports car convention of the time – this being the era of the Jaguar C-Type and its ilk. Strangely, however, Porsche was not the first to build this new 356-based Roadster, that accolade falls to young industrialist Heinrich Sauter.

Sauter wanted to go racing, and as heir to the Hahn Kolb machining tool company (founded in Stuttgart in the 19th century and this year celebrating its 120-year anniversary), presumably he wasn't particularly strapped for cash. Sauter liked the sound of competing in a Porsche 356, however he believed the car to be too heavy and therefore fancied the idea of building a lighter body to sit on the 356 chassis. Through his involvement with machine tools, Sauter was in bed with Porsche to some extent, and this relationship aided

him in acquiring a very early 356 chassis on which he could base his bespoke racing car.

The extent to which Sauter worked with Porsche, and in particular chief designer at the time Erwin Komenda, is a little muddy. However Sauter certainly set about having a car in the likeness of the 356-based Roadster Porsche had already visualised privately built by fabricator Hans Klenk, out of Klenk's small workshop in Boblingen near to Stuttgart. To call Klenk merely a builder of cars is perhaps selling him a little short, the German was a former fighter pilot who flew Messerschmitts during World War II. Post war he became a racing driver and engineer – later a rally navigator. His first race was in 1951 – right around the time that he was working with Sauter – undertaken using a home-built special purchased from Karl Kling. Kling might be a familiar name and for good reason, he was Juan Manuel Fangio's team mate in Formula One at Mercedes, he ran Fangio close too. Race wins in F1 during that period were followed by equally impressive success in sports cars with Mercedes. And just a handful of years later Kling became the Director of Mercedes' competition department.

For Klenk, German Formula 2 races followed his early foray into racing, he finished a respectable fifth at the Nürburgring

and fourth at the Grenzlandring – the 5.7-mile temporary road course in Wegberg west of Düsseldorf. The following year Klenk took part in the F2 World Championship round at the German Grand Prix – he qualified as high as eighth and finished fourth, podium finishes followed in national F2 races that same year. In 1952 he was part of the Mercedes sports car team, navigating for Kling on the Mille Miglia in a 300SL Coupé, but arguably his finest racing achievement was on the 1,923-mile Carrera Panamericana road race in Mexico that same year – a story I must include here as an aside purely for its bizarre nature. On the very first day the Kling / Klenk car hit at speed (of all things) a vulture, Klenk was knocked out cold, the bird was killed on impact, the car damaged to the tune of three punctured tyres and a smashed windscreen. When Klenk regained consciousness the car was repaired and the pair continued their race clinching no less a result than overall victory!

In the summer of '53 Klenk broke his knee while testing a Mercedes 300SL at the Nürburgring, he subsequently retired from racing, falling back on his talents as an engineer and preparer of vehicles and, as we'll see, he had experience of that – he eventually retired in the 1970s. But I suppose my point by telling you all this is that in working with





The extent to which Sauter worked with Porsche is a little muddy...



*Picard campaigned it at
Monaco during the Grand Prix
weekend of 1952 in a sports car race*



Klenk, Sauter was mixing with a high calibre of automotive individual – that would stand his forthcoming project in good stead.

That project was the car you see here. In collaboration, entrepreneur Sauter and Klenk created a lightweight vehicle out of thin steel that was based on the 356. It boasted a re-contoured steel body with its wheel arches cut-out, a 356 front end, early 356 bumpers, and reverse-hinged doors to provide a split-second advantage in Le Mans-style racing starts (where drivers were required to run to the vehicle before beginning a race). For power Sauter's 590kg car used his own 1.3-litre engine, a unit that he had independently enlarged from 1.1-litres, but later it ran a 55hp 1.5-litre flat-four engine that may well have been a

development unit provided by Porsche direct. Having led the first lap of the 1951 Eifelrennen at the Nürburgring, Sauter's all white machine retired from the race, further disappointments came at the Liège-Rome-Liège rally (by which time the car was painted blue and white) and hillclimbing in the Black Forest. Nevertheless if it didn't before Sauter's car now had the full attention of Porsche. A couple of development updates were fitted to the car most notable of which was a works 1.5-litre Type 528 engine. However, shortly afterwards Sauter felt the Roadster was not producing the results he had hoped for and it was sold to a French driver by the name of Francois Picard – he repainted it in a French racing colour scheme and nicknamed it "le petit tank" – the little tank.

Picard even campaigned it at Monaco during the Grand Prix weekend of 1952 in a sports car race, but without success. That same year a KS 11 Sauter was entered into a hillclimb race, and Sauter himself was said to have raced the car again on rallying events. Here those 'suicide' doors were used to great effect, allowing navigators to quickly exit in order to have time cards stamped at checkpoints.

The Sauter Porsche is also said to have competed in the Avusring Grand Prix Sports Car Championships where it finished in the top 10. It also claimed hillclimb success in Basel before being sold to Los Angeles-based buyer, Stan Mullin, in 1953. Sauter and Klenk did build a second car, one with a streamlined sports car -style body and an 1100cc engine,



this car was last seen in competition at a hillclimb in 1957 being campaigned by Swiss driver, Peter Liechti.

However, during the summer of 1952 as Picard had been racing around Monte Carlo, Porsche was offering its own version of the Roadster to customers under the name of the 'America Roadster'. But things were a little foggy. Though Porsche's car closely resembled that of Sauter's machine, history records tell us that officially speaking Porsche's design was not born from it, yet in hindsight that seems somewhat unlikely. Furthermore these cars were only available in the USA (hence the name) and were sold entirely under the radar of anyone in Europe – in fact no marketing appeared in Europe at all. Even when German

journalists spotted an America Roadster on the autobahn they were told little more than the fact that this was a foreign market car only. Reading between the lines it would not surprise anyone were there a little bit of needle between Porsche and Sauter over this car.

Porsche outsourced the building of the America Roadster bodies to East Germany's Erich Heuer (an off-shoot of West Germany's Gläser-Karosserie which built cars for Wartburg after World War II), the firm it used to make some of its cabriolets. Though conceived with competition in mind, the US-bound Roadsters could be used for touring, though they were easily stripped for racing and their makeup promoted such use. Using as a basis the already rigid chassis of a 356

cabriolet, the America Roadsters boasted aluminium bodies and pared-down interiors; hollow doors, even side curtains were found in place of conventional glass windows. A fabric roof could be deleted for circuit use, so too the split windscreen the car came with from the factory. In addition, aluminium bucket seats could replace the traditional chairs with which it came. It wasn't all about taking things away though, a small aerodynamic windshield could be fitted, so too larger brakes and leather straps to keep the bonnet down – a racing pack if you will. But perhaps most importantly at its heart came a 1500S engine good for 70 horsepower, plenty in a car weighing just 680kgs. Independently tested in period an early America Roadster hit 0-62mph



*Porsche could find no other company willing
to build the America Roadster*



in 9.3 seconds and a VMax of 110mph.

Just 16 America Roadsters were built, the reasons for which we'll get to, they came in three different guises. The first series of nine cars had rounded wheel arches, the first four of these boasted single deck lid grilles, the next five dual deck lid grilles – redesigned for added cooling. The second series of cars had (amongst other things) square-cut wheel arches, longer engine lids and synchromesh gearboxes. Finally came a single car with an all-steel body, conventional 356 wheel arches and a single-piece windscreen as opposed to the split screen that had come before. And all these changes are part of the reason just 17 America Roadsters were built.

External coach building firm Heuer was not a big outfit, and in quoting for the job of building the America Roadsters it had repeated errors from its past. As a result Heuer was losing thousands of Deutschmarks on every single America Roadster and cabriolet vehicle it made for Porsche – it built somewhere between 100 and 250 cabriolet bodies in total. With no financial lifeline available upon rolling the sixteenth and final Roadster through its doors towards the end of 1952, Heuer was declared bankrupt and closed for good. Porsche could find no other company willing to build the America Roadster in aluminium and so the vehicle was rather sadly dead in the water. All of the vehicles to make

US soil were imported through Max Hoffman's Hoffman Motors outfit in New York at a cost of \$4,600 (USD). In 1952 competition ready America Roadsters raced in Sports Car Club of America events, America Roadsters even won races but sadly this rare model's fate was already well and truly sealed ○

THE PORSCHE EFFECT

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

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Psychedelic Movement

Porsche Centre Bournemouth's entry for the 2018 Porsche Classic 'Restoracing Competition' has given a once tired 986 Boxster a new lease of life...

Story: Sean Libbey Photography: Rich Pearce

It's hard to believe Porsche's baby sports car, the Boxster, is now more than 20 years old. Revealed as a concept back in 1993, the production two-seater convertible was finally thrust into showrooms in 1996 at a tumultuous time for Porsche, with the total collapse of the company a real possibility. In the end, the company survived, helped largely by the 986 Boxster sharing a platform with the 996 generation 911 which boosted profitability and reduced costs. From there, the commercial success of the Cayenne ultimately pushed Zuffenhausen back into a position of unbridled prosperity.

Of course, Porsche is on a completely different financial footing today, its sales and profitability up year-on-year since 2013. Yet the company hasn't forgotten its baby Boxster – far from it. The multi award-winning car is still in production at Zuffenhausen in fourth-generation 718 guise, joined by its tin-topped Cayman counterpart. However, it was that

original 986 generation which provided a seminal moment, allowing Porsche to offer its trademark, visceral sports car experience in a car that was eminently more accessible for many. It sold well, too: precisely 164,874 examples rolled off the factory floor from 1996 through 2004.

Since then, the 986 Boxster has represented the most affordable way into semi-modern Porsche ownership, those large build numbers a key factor in ensuring the car has for some time revelled under the title of being a used car bargain. Right now, an example can be had for as little as £5,000. There's a caveat here, though. Now two decades old and with examples at the more affordable end of the Porsche scale, many are tired, the Boxster not quite acquiring the prestige of say, a 911, which might prove beneficial for its owner to keep in tip-top condition, no matter its age.

To redress this (and try to bring back a large proportion of customers lost to the

independent specialist network, no doubt) Porsche itself has turned to a tried and tested method for shining light on a car it now considers a modern classic – motorsport.

The mantra of 'win on Sunday, sell on Monday' oft-used in the automotive industry is perhaps never more evident than at Porsche. It's in the blood. A company with more outright Le Mans wins through the years than any other manufacturer, Weissach is also proud of the 31,000 race victories accrued by the 911 to date, again more than any other single vehicle. Racing is indeed life, as Mr McQueen once said, Porsche this time taking that quite literally by providing its Centres in the UK with an opportunity to compete in a unique competition. The car in question was to be a 986 Boxster that's not so much been given a new life but committed to a glorious, high-octane, redline-happy afterlife at the track. Welcome to resto-racing.

Introduced by Porsche GB in 2015, with the





*It's not so much been given a new life
but committed to a glorious, high-octane,
redline-happy afterlife...*



'resto-racing' concept everybody is a winner. Porsche of course for providing a platform to showcase the merits of the mid-engined flat-six sports car, while its dealers get to highlight the talents of its service personnel and bodyshop partners capable of fixing, restoring and maintaining classic Porsche such as the plucky 986 Boxster. For enthusiasts it's an exercise in understanding what's possible, in the extreme of course, and learning just how capable main dealers can be in achieving it.

We've followed the build of Porsche Centre Bournemouth's effort for the 2018 competition, which has turned out to be a serendipitous act: the psychedelic-liveried car you see here has (at the time of writing) just won the season's first two races of a three-round championship.

"All Porsche Centres in the UK had to source a 986 Boxster S to mark its 20th anniversary, and show that as well as restore it, we could prepare it to race standard," says Mike Gillespie, Aftersales Manager at Porsche Centre Bournemouth. "We actually knew this car very well indeed – we PDI'd it when it was brand new and purchased it from a customer of ours after it came in for a service and he hinted he'd be interested in a sale. The car had done 60,000 miles but was a little tired."

Originally Seal Grey, the Boxster was in fairly standard condition for its age according to Bournemouth's technicians who oversaw its mechanical overhaul, needing attention in the usual places including suspension and chassis. "The regulations require standard power and handling, so it was more a case of bringing the

car up to as-new condition before adding a few permitted tweaks for racing, mainly in the name of safety," Gillespie says.

New brakes were fitted all round, with the callipers refurbished by Poole Accident Repair, one of only 14 Porsche-approved body shops in the UK. The Boxster's tired suspension components were swapped out for brand new MO30 Sports suspension (it therefore runs at standard ride height), Bournemouth's technicians then replaced the arms and rebushed the underneath of the car where appropriate. The engine itself is a genuine rebuild by the Porsche Bournemouth team, rather than a block replacement – a route some Centres took. "We had a Classic open evening here at the Centre earlier in the year and one of our Gold-standard technicians, Scott, was carrying out some of that rebuild work on the night in front of customers. You could see it piqued the interest of many and shows we're completely transparent with the work we do. One of our competitors could have been in the audience that night but we wouldn't have minded!" jokes Gillespie.

Scott's complete rebuild of the engine involved new rings, pistons, bearings plus of course the crank, though strict competition regulations means all parts had to be standard to what you'd find in a 986 road car. "You couldn't even polish up the ports, but it's good as it means all the cars are on a level playing field in terms of performance," Mike says, flicking through the series of pictures he took to document the build. Scott inspected the inside of the Boxster's gearbox but found it

didn't need any attention so it had new oil but was otherwise left alone.

As with any racer, removing excess weight is crucial, and Bournemouth's Boxster was put under a strict diet to rid it of as many pounds as possible. Its original interior is now largely gone, though rather comically the standard transmission tunnel remains. Those original 986 door skins have been replaced with simple cards adorning a single pull strap, while original electric Sports seats, carpets and sound deadening have all been ditched. The dashboard has been chopped and modified to house emergency cut-off switches but is otherwise recognisable from a standard car, minus the missing air bags. Sitting on original Porsche 'Twist' alloy wheels painted black for a more motorsport look, they're wrapped in sticky Pirelli Trofeo R rubber, with optional P-Zero tyres available for racing in wet weather.

As mentioned, aftermarket tweaks to this resto-racing Boxster are mainly in the name of safety. Fitting the integrated roll cage from Custom Cages was a huge job, taking over 60 hours of fabricating, welding and installing, which was done over at the bodyshop. Mike then had a Sparco driver's seat and six-point harness fitted, plus a fully-integrated fire extinguisher system with jets inside the racer's engine bay and interior. A deep-dish OMP racing steering wheel and snap-off boss kit, plus material tow eyes and a rain light, adds some purposeful, finishing touches to this race-ready Boxster.

And as for the livery? "It's the original psychedelic colour scheme Porsche used





*"All the cars are on a level playing field
in terms of performance"*





on a 917 before it was changed to the more commonly recognised purple and green. We wanted the Boxster to stand out and, really, we're spoiled for choice when it comes to choosing an iconic livery from Porsche's racing past," says Mike. "It's all paint, there are no stickers, so Poole Accident Repair has done a tremendous job – it's a little different to respraying a stone-chipped Basalt Black or GT Silver bumper we might consider to be more everyday work!" Of course, Porsche Bournemouth aren't one to miss a trick, quickly getting to work registering the car as 'No.86' in homage to the Boxster's internal model code. Completed to a stunning standard and weighing in at 1,350kg with fuel, the entire build took Mike and his team just five months from start to finish.

Driven by Ben McLoughlin, acclaimed instructor at Silverstone's Porsche Experience

Centre and a long time friend of the Bournemouth staff, the Boxster placed P2 in qualifying for the first race, coming away from the first weekend at Brands Hatch with a double win. "We had a hectic Friday practice session with a mad rush to pull the bank one cam cover due to a large oil leak issue, but we got it back out in time for the final session of the day and felt confident we'd place well going into qualifying the next day. Experiencing a race weekend was great fun for Scott and the technicians who went up with the car for the weekend – I've never seen them work so quickly for that cam cover change – which was an eye opener!" Mike jokes as he reflects on what has been a successful project for the Centre to date. "Of course, it was great to win, the fruits of a lot of effort from a lot of dedicated people to get this 986 Boxster to go racing. Really though, it's about the

level of restoration, which shows enthusiasts exactly what we're capable of here at Porsche Centres. We can and will do anything for our customers, and this proves it," he says.

In keeping with a stock engine and chassis, the Boxster is surprisingly easy to drive, an aggressive geo setup – with maximum camber on the rear wheels – the only giveaway in terms of feel that this is a Porsche primarily destined for race tracks, though it is still road legal.

A labour of love over five intense months, Porsche Bournemouth hasn't spared any expense in the build, but that's beside the point. As Mike says, the aim of the task is to show just what can be achieved, the only boundaries being an enthusiast's imagination. It's certainly captured the imagination: whether for road or race, this is now a Boxster 20 years young, and more than ready for its next (racing) adventure ○





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A black Porsche Cayenne is driving on a dirt road, kicking up dust. Another SUV is visible behind it. The background shows a lush green landscape with trees and hills. The car's license plate is BB GQ 649.

Surgical Operation



The Macan is now four years old so Porsche has seen fit to refresh it. We join the new version on a pre-production drive in South Africa to understand why it represents more than just a mild facelift...

Story: Andrew Frankel Photography: Porsche

Think of a Porsche. Any Porsche. And I'm betting plenty there's an image of a 911 in front of your eyes right now. It's only natural and I am exactly the same. But we're out of step. When you think of Porsche today it should be one of

these, a Macan, that pops into your head.

While the Cayenne transformed Porsche's core business, it is the Macan that has made it the envy of the world. Using proprietary structures and powertrains it has nevertheless created an entirely convincing Porsche and

plonked it straight in the heart of the most lucrative automotive market of all, the sweet spot where sales volumes and profit margin per vehicle are at their most munificent. This is why the Macan outsells that 911 in your head by three to one. Put another way, despite

it being its fourth year on sale, Porsche sold more Macans than Jaguar sold, well, Jaguars. Just think about that for a moment: every F-Pace, F-type, XE, XF and XJ combined added up to fewer sales than the Macan. And that is the true measure of this car's success.

So if you were in charge of freshening it up, would you radically change the formula? Me neither. I'd probably do something really cynical like change all the bits that don't require new tooling – lights, bumpers and so on – call the result 'Macan II' and hope no-one noticed it was the same car underneath. Which is just one of many reasons I am not a Porsche product strategist.

Porsche takes a rather different view, so while what you're looking at is indeed the second generation Macan and, yes, it has received the most minor of cosmetic makeovers, the real work has gone on far below the skin where it cannot be seen. But it can most certainly be felt.

You also need to look at this Macan in the

context not only of what it gains in its new lease of life, but what it has lost, namely its diesel engines. I think Porsche's decision to ditch diesel may yet prove short-sighted but whatever the justification, the only power source for the Macan for the foreseeable is petrol, for there appears to be no hybrid on the horizon either. So the hitherto really rather niche base Macan with its 2.0-litre petrol motor has just rocketed up the scale of importance to command attention.

I'd like to tell you exactly how much power it has but there is as yet no official information on the car and all the data quoted in this story is just what I could prise out of individual engineers over the course of a couple of days roaming around South Africa, so you will have to forgive a little unaccustomed statistical wooliness. But I do know the output of the VW-sourced engine will be increased from its current 248hp to something closer to the 300hp it already develops in the Golf R. That should drop its 0-62mph time to around six-

seconds flat and with 40mpg plus possible, it might go some distance to filling the void left by the superb Macan diesel.

The two quicker models, the Macan S and Macan Turbo retain their V6 turbo configuration, but that's about it because in fact both cars get new engines. What's confusing is that this Macan S has a 3.0-litre V6 just like the last one, and you need to spot that its cubic capacity has dropped by two scant cc to spot that this is a completely different motor with its turbo in the middle of the vee for better emissions performance. We've seen it already in the Panamera and base Cayenne where it develops the same 335hp as the old Macan S V6, but the word from South Africa is that it'll be boosted to 355hp in this Macan, the same output as the old Macan GTS, so a worthwhile improvement there. It's likely to be able to sprint the S to 62mph in as little as five-seconds flat.

As for the Macan Turbo, the old 3.6-litre engine has been binned so it receives the same



*The real work has gone
on far below the skin where
it cannot be seen...*





basic engine as the Macan S though you might not believe it as its capacity is reduced from 3.0-litres to 2.9-litres. But it turns out that's only because it requires a beefed-up crankshaft to handle the extra power which slightly shortens the engine's stroke. The result is an engine that generates a fairly mighty 434hp, some 40hp more than the old Macan Turbo, or the same output as the old Macan Turbo with the optional Performance Pack fitted. Expect a 0-62mph time somewhere in the low four-second bracket.

In time a new Macan GTS will doubtless fill the near 80hp void that now exists between the Macan S and Turbo, probably closer to the former than latter in reality, so we'll call it 385hp or thereabouts.

That's the extent of the major mechanical modifications, but that's not quenched

Porsche's inveterate desire to tinker wherever it can. So this renewed Macan now comes with aluminium uprights to minimise suspension mass, improve ride quality and reduce noise levels, new steering software said to improve the sensation of accuracy and the option of its tungsten coated ultra-long life brakes.

The inside is more of a mystery because Porsche kept most of the interior under cover during my time with the cars, but it seems that the huge central screen seen in the Cayenne has made the transition but not its pressure sensitive, almost button-free centre console. Likewise the dials continue to be analogue clocks, not projected representations as found on the Cayenne and Panamera, or at least that's how these early prototypes were equipped. We will have to wait for the car's formal unveiling at the Paris Motorshow in

September to see how close to production-ready these cars actually are.

In the meantime however, we can do a little driving and we'll start with perhaps the most surprising Macan of them all, the humble entry-level car with no initials or words after its name at all. It's bloody good. Now, the old 2.0-litre Macan was the only model I never drove so I can make no comparison, but I can tell you that in two days of at times quite spirited driving in convoy with its more powerful brethren, it never felt inadequate or struggled to keep up. On the contrary, the engine is uncommonly smooth for a four, its torque spread is wide, its throttle response admirable. It even managed to sound quite good. Doubtless it will be marketed as the tax-friendly, fuel efficient Macan because it has to fill the diesel's shoes as fully as possible, but to

It's the entry level Macan that most grabbed my attention



look at it in these terms alone is to sell a fine car far too short. Instead it should be seen as a fully paid up member of the range with no excuses or apologies needed to be made.

But I guess there is something more sophisticated, more Porsche I might say, about having a multi-cylinder motor under the bonnet, even despite Porsche's long and impressive four pot history. And the Macan S does not disappoint. In broad terms within the VW group, Volkswagen is responsible for four-cylinder engine development, Audi for sixes and Porsche for V8s, so this is another Audi motor that's bowling us down the road. It's an engine that likes to be rowed along, letting mid-range torque rather than top-end power do the work, an approach that suits the SUV configuration very well. It's reasonably cultured in its voice too, with just enough character to mark it out as something a little bit different.

In fact and to my complete surprise, I liked it a little more than the far more powerful V6 in the Macan Turbo. There's no question that if you require your Macan to be able to instantly outpace any insolent hot hatch that might come sniffing at its quadruple tailpipes then the Turbo is the one you need, but its engine is less sweet than that in the Macan S and requires more time in the upper reaches of its powerband to do its thing.

It's rare that less equals more in the SUV world, particularly when there's a Porsche badge on the front, but that's the way the new Macan seems to be to me, at least after this brief acquaintance. Much will depend on final pricings and specifications but as things stand it's the entry level Macan that most grabbed my attention. In some ways a 2.0-litre, four cylinder SUV is about as far from my mind's eye's view of a Porsche as it's possible to be, but when the reality works as well as this I'd advise anyone to take a long hard look at it first before splurging extra money on a more expensive model ○

OFF-ROADING THE MACAN

It was almost as if the development engineers wanted to prove a point, namely that the Macan isn't all about the school run, the golf club or the long distance commute. So we were taken up into the mountains onto terrain where you'd only expect to find yetis stalking mountain goats.

On first acquaintance parts of it seemed genuinely impassable but I was amazed by the way all the Macans in our convoy scabbled and clambered their way over innumerable rocks and boulders. Off-roading these days isn't so much about pure grip because most decent modern SUVs are not short of traction; what's more important is how easy the car is to drive in such conditions and how comfortable for its passengers. This is an ability I'd more closely associate with Range Rovers and the like, but the Macan took all the hard work away, allowing the driver to progress over evil looking obstacles, sometimes one centimetre at a time, often with a wheel waving around in the air, thanks to perfect throttle response and flawless traction and stability control.

I never thought of the Macan as proper off-roader before, which is not a mistake I plan on making again...



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Air Conditioning • 37,370 miles • 2003
(53)

£74,995



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PDK Gearbox • Touchscreen Satellite
Navigation • 19" Centre Lock Wheels
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£74,995



911 Turbo (997)

Basalt Black • Black Leather Adaptive
Sport Seats • Tiptronic S Gearbox
Porsche Ceramic Composite Brakes
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£69,995



911 Carrera 2 (993)

Amethyst Metallic • Marble Grey Leather
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Wheels • Electric Sunroof • 77,087 miles
1996 (N)

£63,995



911 Carrera Targa (993)

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

£62,995



911 Carrera Targa (993)

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

£62,995



911 SC

Guards Red • Tan Pascha Seats
Manual Gearbox • 15" Fuchs Wheels
Electric Sunroof • Porsche Certificate of
Authenticity • 69,879 miles • 1982 (X)

£59,995



Boxster Spyder (987)

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Touchscreen Satellite Navigation
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996 Suspension

Fitting new suspension to your 996 can improve its handling and further finesse it to suit your preferences. We examine the options...

It's generally acknowledged that the 996 generation 911's suspension was pretty spot-on from the factory, in terms of providing precise and controlled handling along with everyday usability that wasn't too firm or crashy. Of course, any factory suspension setup is going to

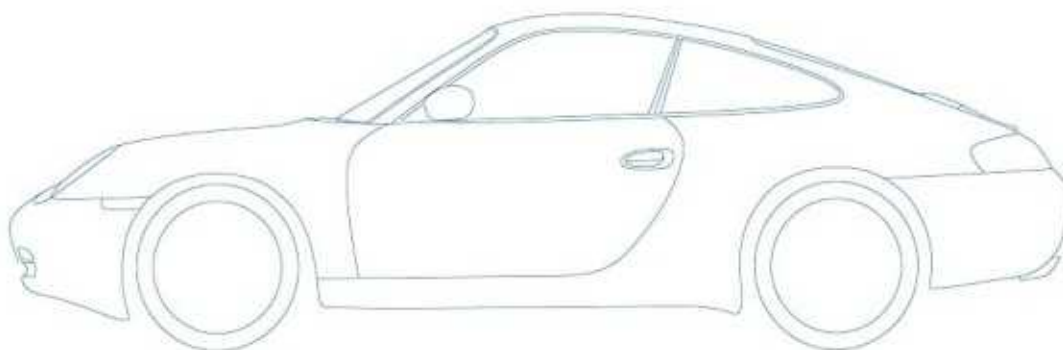
have a number of broad tolerances built in, as Porsche aren't to know whether any individual buyer is going to spend their time cruising on mirror-smooth highways or bouncing down pothole-strewn B-roads, or whether they live in Tooting or Tangier – so there's always room

for improvement. If you're keen to tailor your 996's handling to your own individual taste, the aftermarket has you well served. But before we talk about radical upgrades, let's look at the often overlooked items that could be adversely affecting the ride of your car...

BUSHES

There are quite a few bushes scattered about your 911's suspension, and given that the car is advancing in years now, these perishable items may well have started to crumble and fail. If, for example, your steering wheel is vibrating during motorway driving, bushes could well be the culprit.

Now, it's an involved task to replace and upgrade all of your bushes, for two reasons: one, there's loads of 'em, and two, there's a certain amount of dismantling involved and the old ones really won't want to come out. But it's worth the expense and heartache... and you don't have to do them all at once: get it up on a ramp and see what looks tired – you'll find these squishy things on your ARBs, link arms, TCAs, subframes, and Powerflex can provide excellent upgrades for all of them.



WEARABLES

If the wearable components of your suspension have never been renewed, it's highly likely that they'll be ripe for replacement. By wearables, we're talking about control arms, tie rods, and ball joints. Worn tie rods cause imprecise steering, tired ball joints make the suspension feel wobbly, and control arms can bend which obviously isn't ideal. Replacing all of this with new OEM parts will make a remarkable difference to your car's handling, and all of the bits are easily available from Design911.



UPGRADES

There's one simple and inexpensive way to improve the stock 996 setup, and that's to fit a set of adjustable top mounts to the stock dampers. Rennline offer top mounts which let you adjust the car's camber settings to maximise available grip.

Another significant and uncomplicated upgrade is to beef up the anti-roll bars – adjustable items from H&R will increase lateral stiffness and make a really noticeable difference.

And then, of course, there's the dampers and springs themselves...





KW

We spoke to renowned aftermarket and race specialists KW Suspension about their recommendations for the 996, both for fast road and track use. For the former, they suggest the Variant 3 coilovers, which are adjustable for both compression and rebound as well as fully adjustable in terms of ride height, so the setup can be tailored depending on whether you're dominating some country lanes or bumbling up the M1. The package costs £2,268 for the Carrera 2, £2,722 for the Carrera 4 and Turbo, and £2,949 for the GT3, GT3 RS and GT2.

For track use, they recommend the Clubsport line, which combine KW's high-end racing technology with maintenance free OEM-quality components. 2-way Clubsports are Nordschleife-honed units that sell for £3,222 for the C2, £3,636 for C4 and Turbo, and £3,821 for the rest. And the 3-way Clubsports are the top-of-the-line, adding in high- and low-speed adjustment on compression damping; these are only available for the GT3, GT3 RS and GT2, retailing at £4,557.



BILSTEIN

Bilstein's offering begins with replacement dampers – specifically the B8, available from £1,354.00. This is an OEM-style damper that will happily work with stock Porsche springs or quality aftermarket coils, with the damper rate being slightly sportier than stock; a great option for an everyday car.

Levelling up to coilovers, Bilstein offer the B16, giving huge ride height adjustability along with damper rates adjustable for stiffness or softness, which they reckon are perfect for a car that's used for a commute, and then – with a little readjustment – a track day; a sort of jack-of-all-trades-but-master-of-all-too scenario. Bump and rebound rate rise together so they're not complicated to figure out. Prices start at £2,058 for the Carrera 2, £2,111 for the Carrera 4, and £2,427 for the Turbo.

The brand also offer PSS9 coilovers for the GT3, which are essentially the same as the OEM versions but are also adjustable for damping – this is a strong upgrade for the serious GT3 owner, although it's worth bearing in mind that they're built upon request rather than being officially catalogued parts.





AIR-RIDE

Air suspension is something that'll have a lot of Porsche traditionalists running for the hills, but the reality is that for keen drivers who also take pride in their car's appearance and like to keep up with tech developments, air-ride is an extremely capable option. Modern air systems are track-honed and tailored as much for performance as looks; Air Lift Performance, for example, has roots in Nascar dating back in the 1940s and it track tests all of its products.

If you're not sure what air-ride is, it's essentially the same as a traditional spring and damper setup, except that the coil spring has been replaced by a flexible rubber membrane, known as an air spring or airbag. These can be inflated or deflated at the touch of a button via an on-board air tank and compressor, allowing you to run motorsport-low when you're driving on the track, but raise the car when you need to load it onto a trailer (or clear a speedbump, or negotiate a steep driveway). You can use damping and air pressure adjustments to create a pillowy-soft ride for cruising, or an aggressive track setup as required. An off-the-shelf setup for the 996 is available from AirREX for £4,999, comprising air struts, tanks, compressors, valves, air lines and digital management. Although it's worth bearing in mind that fitting it all isn't for the novice!



AIR CUPS

If airbags aren't your bag but you like the idea of not being afraid of speedbumps, there's always the option of air cups. Combining the benefits of both coilovers and air-ride, cups allow you to retain the ride quality and performance of coilovers with the ability to tackle bumps and inclines at the press of a button if you need to – sort of like the OEM nose-lift feature you find on Ferraris and Lamborghinis, but with the option of having it at both ends of the car.

It's a universal system that works with around 90 percent of coilovers, and is basically just an air cylinder attached to the top of each coilover which you can pressurise to raise the car by up to 50mm. There really isn't a downside, and with a full front-and-rear system coming in at under £900 from Stanceparts at current exchange rates, it's a viable option for people who are happy with their coilovers and don't fancy the expense and complexity of a full air-ride system.

BRACES

Perhaps you're entirely happy with how your 996 handles as it is. Perhaps you hadn't even considered any kind of upgrade. In which case, let's leave you with this one parting shot: strut braces. These are solid bars that bolt to your car's strut mounts to increase lateral stiffness – there are many options; Design911, for example, offer DesignTek items for around £150 apiece front and rear. These ones are strong carbon, super-easy to fit, and will make a noticeable difference through the corners. As a minimal-effort, minimal-cost option, it's definitely worth considering.

Complete Suspension Packages

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The screenshot shows the Elephant Racing website's Suspension Builder tool. At the top is a navigation bar with links: Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is a sub-header: Advanced Suspension Systems For Porsche Cars Design & Development, Fast Shipping Worldwide, and Sales & Support +1.408.297.2789. A secondary navigation bar lists car models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356, Merchandise, and a Search button. The main heading is "Suspension Builder". To the right, under "ONLINE TOOLS", are links for Suspension Navigator and Suspension Builder. The interface is divided into three steps: 1. Select Year & Model, 2. Select Your Package, and 3. Review & Approve. In Step 1, the Year is set to 2004 and the Model dropdown is open, showing options 911, 996/997/986/987 (highlighted), 991, 993, 914, 964, and 944. In Step 2, the Package is set to Street Performance 2. Step 3 shows a table of parts for Front and Rear suspension. A yellow "Add To Cart" button is at the bottom left. On the right, a "PACKAGE CHARACTERISTICS" box shows Ride Comfort at 41 and Performance at 63.

1 Select Year & Model

Year: 2004

Model: 911, 996/997/986/987, 991, 993, 914, 964, 944

2 Select Your Package

Street Performance 2

3 Review & Approve

Add, update, or remove parts using the tables below

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RIDE COMFORT	41
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Cool **RUNNINGS**

Despite first impressions this cool 911, offered for sale at Canford Classics, has not been heavily modified. We test 'the £55,000 3.2 Carrera' to see what that money buys...

Story: Simon Jackson Photography: Gus Gregory





You'd be forgiven for presuming this 3.2 Carrera has a whiff of the modified about it. Its general look, its presence, just something about it suggests it is not quite as it first appeared when it left the Porsche factory in 1989. I know this because I agree with that viewpoint – these are the very same assumptions that first crossed my mind when I initially set eyes upon it at Porsche specialist Canford Classics in Dorset. But just as I was trying to pinpoint exactly what it was that made this 911 stand out from the crowd, Canford Classics frontman Alan Drayson appeared in my field of vision:

"The thing I like about this car is that it really is so simple, but it works. People think it has a hot rod influence – it really hasn't," Alan explained with a smile.

And you know what, he's right. Save for its wide Fuchs wheels, beautiful paint job and a few other very subtle tweaks, this is an air-cooled Porsche not dissimilar from every other of its ilk. However, that doesn't make it any less appealing, does it?

Canford Classics is a name regular readers will by now be familiar with. Its extensive back catalogue of stunning restored and reworked Porsche have filled many a page in this publication, moreover the independent has built an enviable reputation as one of

the UK's leading Porsche specialists. This car, however, is not one that has been reborn in quite the same fashion as many to emerge from Canford's unit before it – this car is somewhat more humble in that it was, at the time of writing, on 'sale or return'. For those unfamiliar with such automotive industry jargon, this simply means that its owner has enlisted (in this instance) Canford Classics to sell the car on their behalf, often this deal is done in return for a minor percentage of the sale price. In the unlikely event that the car does not sell, it is returned to the owner. It's a hassle free solution for many car owners looking to shift their motor without getting their hands dirty – read fielding calls and viewings from various parties (or dealing face-to-face with hagglers). The car you see here was residing in Canford Classics' Blandford Forum HQ for that reason, that's not to say it was unknown to the Porsche specialist or that it hadn't received its customary brand of TLC.

"The owner always wanted a Slate Grey Metallic 'non-tail' 3.2. He spent two or three years looking for one – I've never seen another," 911 expert Alan explained. "He's owned it for 15 years, he's used it and loved it. It first came here to us so he could create the car he wanted; fresh paint, rebuilt brakes, suspension. But a change in circumstances has resulted in its sale."

And that is exactly what happened with this car, Alan and the team repainted the Carrera in a fresh coat of its original shade – the iconic Slate Metallic Grey. The car was fitted with new seals and rubbers throughout, a new front windscreen and a new stainless steel exhaust. In its capacity as a carer for cool Carreras and other Porsche, Canford Classics also performed a full engine service on the 3.2-litre air-cooled motor, changed its gearbox oil, fitted new front and rear shocks, rear wheel bearings and bushes together with sorting a bunch of other small jobs. Its electrics were upgraded – a new fuse board was fitted and all the other electrics checked and any faults rectified. Ultimately this was an all-encompassing 'once over' to ensure this car felt exactly as the best Carrera of this era could.

That's not to say that this car has not been thoroughly maintained throughout its lifetime. The advantage of a car being in long term ownership is that it has, generally speaking, been well looked after over time. That's true of this example, which was accompanied by a comprehensive history file dating back to 2001, when this left-hand drive vehicle was first imported into the UK. Flicking through its file reveals all of its previous MoTs and documentation showing other works, including a top end engine rebuild in 2011, as Alan neatly highlights:



"It has relatively a high mileage but it's had a top end rebuild by another specialist – so it's bullet proof."

The exceptional maintenance record is backed by a few very subtle tweaks, both aspects serving to set this car apart, but as we've touched upon the changes are far from over the top. At their heart is the aforementioned cosmetic refresh, coupled with that set of wide 16-inch Fuchs alloy wheels (eight-inches in width out back) detailed Satin Black – they add to that oh-so-perfect air-cooled 911 stance. The headlamp surrounds have been painted black too – they would have originally been body colour – and a set of bespoke lightweight door cards can be found inside, otherwise the innards are standard issue and all the better for it. And that is largely the extent of the changes for this car, which you'll agree does not amount to much. I think the lack of a tail spoiler helps add an extra dimension of the unusual too – Canford Classics say it looks clean and fresh for its minimalist rear end – I'm in total agreement with that statement. Whatever the reasons, though, this car has just enough personality to make it stand out from the pack for all the right reasons, importantly without looking overly altered. But now for the real test – how does it drive?

In advance of jumping in this 911 Alan tells





me that this car, despite its relative simplicity, is a "real pleasure to drive" and that it "performs as a 3.2 should". I guess you could argue that it's his place to say something along those lines but as soon as you twist the key it becomes clear that's no exaggeration. It fires into a purposeful idle and snicks into first gear in a way that not every G50 gearbox does (this being the post-1987 'box as opposed to the 915 found in older cars) – in my experience an instant signifier of a good car. There's a school of thought that air-cooled 911s should not be too easy to drive, and that's often very much the case with anything pre-964, but this 3.2 Carrera is right on the money for me. It still needs to be driven, it requires a bit of persuasion here and there, it has character, but

it doesn't make the process of driving a chore, rather ever second behind the wheel of this car is a pleasure. For me this is what an air-cooled Porsche of this generation should be all about. It's not a museum piece, it has been used and loved, it has the mileage and subsequent very light patina to show for it, but it also performs like a well maintained grandfather clock. Its controls are light but beautifully analogue – they're not assisted but they require nothing more than a persuasive nudge in the right direction. Perhaps most importantly, this variant of flat-six engine is amongst the best, it has more grunt than you'll find in the SC that it replaced, and as I've already hinted I find it more drivable on a real-world level than the iterations that came before it. The key though

is that you still get that iconic air-cooled Porsche character. In summery it is very tough to fault this ultra cool Carrera.

These days buying an air-cooled 911 has, for some, become the stuff of dreams, but with the average price of a decent 'hot' hatch with a few options easily pushing £40,000, spending £55,000 on a car like this which is usable, quick enough, classic, cool and perhaps most importantly appreciating in value not depreciating, there's a firm argument in favour of the 3.2 to be formed here. I'm not saying that a 911 of this vintage will be as practical or maintenance-free as a brand-new VW Golf or A-Class Mercedes, but I know which is more likely to put a smile on your face and stand out from the crowd... ☺



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997 Carrera Exhausts

Fitting a sporty exhaust to your 997 Carrera can add some spice to the driving experience, we examine a selection of different 'off the shelf' offerings...



DESIGNTEK:

Stage 1 Performance Package

The Stage 1 Performance package from DesignTek is crafted from high grade T304 stainless steel. The system includes sports mufflers, equal length manifolds, and 200 cell sports cats, which are said to provide gains of 18 to 27hp with a pronounced sports car sound. We understand that this package includes silencers, catalytic converter pipes and exhaust manifolds.

Fits: 997 (Gen 1) Carrera and Carrera S from 2005 onwards

Approx Price: £1,585.00

DESIGNTEK VALVETRONIC:

Valvetronic with Sports Cats

DesignTek's Valvetronic switchable sports exhaust system promises an additional 15hp (and 17lb ft of torque) with the valves opened, an 8hp (10lb ft) increase with them closed. Like the Stage 1 kit (left) this offering is made from high quality T304 gauge stainless steel, CNC finished with mandrel bent tubing it ensures the best flow of gases.

There are also DesignTek sports racing catalytic converters here – these are of German origin with 200 cell high-flow cat converters for reduced back pressure and less restriction. The kit comprises of DesignTek catalytic converters, 'Race X-Pipes', Sports exhaust silencers with Valvetronic function.

Fits: 997 Carrera 2, Carrera 4, Carrera 4S

Approx Price: £1,490.00





DANSK:

997 GT3 RS-style

This 997 GT3 RS-style pipe conversion comes with twin 100mm centre outlets and Dansk Sports exhaust silencers. This means that in order to fit it you need to also fit a GT3- style centre exit rear bumper.

The kit comes with a GT3-style silencer conversion pipes, and a 'Sport Sound' silencer together with twin tail pipe clamps.

Fits: 997 / 996 Carrera 2 and Carrera 4

Approx Price: £1,407.00

ORIGINAL PORSCHE SWITCHABLE SYSTEM:

OE Sports Switchable

Porsche's original switchable sports exhaust allows both normal noise and a more aggressive tone, you can switch between the two via the touch of a button which is positioned on the centre console (included with this kit). These were an option from Porsche when the 997 was new and have proved pretty popular. If your car didn't have the system optioned from new you can purchase it, however it isn't cheap...

On vehicles with the Sport Chrono Package Plus, the sports exhaust is activated when Sport mode is selected. This package includes stainless steel tailpipes with a chrome plated finish.

Fits: 997 up to 2009

Approx Price: £1,874.00

EUROCUPGT:

High-Flow System

This EuroCupGT offering is a high-flow system made from 304-grade stainless steel. It comes complete with manifolds, high-flow cats, high-flow rear boxes, tail pipes, gaskets and clamps. Power gains are said to be in the region of 20 to 30hp depending on the size of your 997's engine, mapping and the fuel you are running it on.

Fits: 997 Carrera (Gen 1)

Approx Price: £1,458.33



FABSPEED SUPERCUP SYSTEM:

Road legal track system

As the name 'Supercup' suggests this is a 'loud and aggressive performance exhaust system' and according to Fabspeed, it is recommended for track use only. The premise of it is that it replaces the restrictive factory silencers with a replacement providing a free-flowing resonated design – i.e loud. You can select a range of exhaust tip options including Black Chrome, polished and carbon.

It is said to save weight (12lbs), and allows you to reuse your OE factory exhaust tips or upgrade to Fabspeed's Deluxe Quad-Style Tips in your choice of finish (as mentioned). It is made from 304 grade stainless steel, it is CNC mandrel bent with 2.25-inch tubing, and like all Fabspeed products, it comes with a Lifetime Limited Warranty.

Fits: 997 Carrera 2005-2008

Approx Price: £1,119.90

MILTEK SPORT SYSTEM:

GT3-style

This system is said to offer a powerful GT3-like sound. It uses your factory exhaust tips but includes an adaptor set, 'Cup' silencers and tailpipe inlets, Milltek Sport Cup Design rear silencers to be fitted with factory tail pipe ends. It has a pipe diameter of 2.5-inches.

Fits: 997 Carrera, Carrera S, Carrera 4S

Approx Price: £1,119.90



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Mythbuster: Porsche Crest

That famous crest you've seen so many times has more of a story to it than you might realise...

First suggested as a seal of quality for the 356 at a meeting between Ferry Porsche and Porsche's US importer, Max Hoffman, in 1952, the famous Porsche crest has quite a history. Ferry Porsche is said to have been involved with the initial sketching of the distinctive coat of arms, which uses the crest of Baden Württemberg – Porsche's home state, together with the Stuttgart coat of arms. The city name

is represented too.

The horses you see depicted are a reference to the fact that Stuttgart (a word which evolved from Stut garten, loosely translating to stud farm) has bred horses for millennia. The 'prancing horse' is more than just similar to that used by Ferrari, but neither brand originated it. In fact the prancing horse was used by First World War pilot, Francesco Baracca, it was the Baracca family crest which Francesco had painted on the side of

his wartime plane.

Unlike the current crest the original logo did not feature black nor red colours. It was embossed, not black, while the red elements were orange to reflect the state colours of Württemberg. Today each crest is produced using special tools based on original drawings, in addition as with the original each is gold-plated and the colour and enamelling are meticulously applied by hand o





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the market place

Dan Bevis

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

Hammer price:
£101,250



Hammer price:
£166,500



Hammer price:
£195,500



Hammer price:
£30,400



Hammer Price:
£97,750



The classic car world was abuzz with excitement over the recent Silverstone Auctions May sale, largely for the fact that it had a proper 'barn find' Renault 5 Turbo 2 on offer, a Merc CLK DTM, an Alfa SZ, and more Sierra RS Cosworths than you could shake a camshaft at. There was plenty on offer for the seasoned Porsche enthusiast too though, starting with a 944 S2 Cabriolet. With the brilliantly appropriate registration number '944 SKY', it only had 8,900 miles on the clock and sold for a decent £32,625.

The 1972 911 2.4 S was an intriguing proposition at £101,250 – a rare right-hand-drive example, it'd been off the road since 1985 before being carefully restored in its original RS-option Acid Blue, with rebuilt engine and gearbox and retrimmed interior. Even with no documentation and little history, this shows just how valuable these things have become.

The 1982 SC Targa Sport feels like a bit of a bargain, representing a lot of car and a lot of kudos for the money: this Grand Prix White car is a pukka UK Sport model on Fuchs wheels and Bilstein shocks, with over £10k in recent receipts in the history file – someone bought well at £30,400.

Something to really wow the crowds was a gloriously yellow 964 RS – one of just 290 N/GT cars built, it's had a full body resto and a MASS Engineering engine rebuild, has oodles of Porsche documentation and it's been in all the mags... £195,500 seems like a wise investment. That's someone's pension taken care of.

If the aforementioned '72 2.4 S tickled your fancy, how does a '73 model grab you? Silverstone Auctions had a black-on-black one with a service history that stretched back all the way to when it was new! So it's possible to interrogate the data and find out exactly what went on during its 1977 gearbox rebuild, or its full engine rebuild in 1990. That's the sort of forensic analysis that money can't buy... although, in this case, it can – £166,500 is the price.

And finally, a proper Marmite car – and we don't mean it's brown and yeasty and makes irreparable stains on your cuffs. The Rinspeed R69 is an entertaining period reworking of the 930 Turbo, featuring oh-so-eighties Testarossa side-strakes. It's a 1980 model that was handed to Rinspeed for conversion in 1983, receiving their unique widebody transformation, broad Gotti split-rims and Pearl White paint. Its family-owners have put 69,000 miles on the clock over the years, and it's always been fastidiously maintained by Porsche main dealers. Not everyone's cup of tea, but it's certainly an important part of the marque's history, and this was reflected in the £97,750 selling price.

Hammer price:
£32,625



Hammer Price:
£503,125



Hammer price:
£201,250



Hammer price:
£39,243



Bonhams' 'Grand Marques à Monaco' sale was positively brimming with swanky fare, and we found a lot to keep our Stuttgart proclivities toasted. Rubystone Red is one of our favourite factory paint shades, so it was rather wonderful to see a 1992 964 Carrera RS sporting the hue. This German RS has only had two owners from new, offers a complete service history and low mileage, and is 100 percent original. £201,250 is in the sweet spot for these rare and desirable RSs right now.

Few Porsches are as iconic as the 1973 911 Carrera RS Touring, and values remain predictably stratospheric. The one on offer by Bonhams is one of only four examples that were delivered new to France, with a full history from new, matching numbers and impressive originality. Half a million quid raised few eyebrows in the room, with the final hammer price being £503,125.

An absolute peach of a 356 appeared too – specifically a 1959 356B. With coachwork by Drauz, this car was delivered new to Texas, moving over to the UK in the late 1980s when it received a full restoration; its current owner has kept it for thirty years in concours condition (indeed, it's a concours winner), so £120,750 represents a neat way into the top-flight show scene.

And at the slightly less hysterical end of the fiscal scale, we particularly enjoyed seeing the 1967 912 SWB. A matching-numbers car, it spent its days in the USA until 2005, and it's recently been extensively refurbished in the UK where it's now registered. £39,243 seems thoroughly reasonable for such an honest car.

Yes, it's still possible to scoop decent 997s for this money...



Hammer Price:
£120,750



Hammer price:
£56,000



Hammer price:
£14,560



Hammer price:
£26,320



Hammer price:
£9,500



Hammer price:
£20,945



Estimate:
£28-34k



There were so many Porsches at the Historics at Brooklands sale in May, we don't know where to begin! Twenty-four Porsches crossed the block in fact, so we've had to work hard to narrow it down to a handful of favourites... Of course we have though.

We're big fans of the 928 GT, and with just 2,078 of them built they're becoming increasingly obscure. This manual GT in Cobalt Blue has always been well looked after, and was seriously tempting at £26,320.

We're also suckers for a 356B, and this particular silver dream machine has reportedly had £45,000 spent to bring it up to scratch, which makes the selling price of £56,000 sound rather attractive.

Speaking of attractive, affordable 996s are very much in vogue right now, and it seems like the right time to buy before people catch on... £14,560 bought this Orient Red 2002 Targa, which has a full history and a bunch of extras. And if you like playing the generation game, how does the thought of spending £20,945 on a 997 grab you? Yes, it's still possible to scoop decent 997s for this money – in this case, an immaculate Carrera 4S.

And yes, quality sub-£10k Porsches can be found in such places too. The Guards Red 944 looks like oodles of fun; a one-owner-from-new car with a full history including a couple of cambelt changes, it sold for £9,500. That's the base price of new Ford Ka – which would you rather?

And to round things off, something which didn't actually sell but we couldn't resist telling you about – a 1979 911 SC Flachbau. A California car, it was converted to slantnose spec with proper steel panels, and brought to the UK in 2016. It seemed like a decent punt at its £28-34k estimate, although perhaps the left-hand-drive and Federal bumpers were what people off...

BUYING GUIDE: 911 SC

The 911 SC exists in interesting territory at the moment. In spite of the market hysteria for air-cooled Porsches, the SC has managed to remain on the fringes of desirability, continuing to offer a relatively affordable route in to classic 911 ownership. It doesn't help the model's reputation that it's always been stymied by road-testers sidelining it for not being a traditional 'Carrera', but their perceived loss is your potential gain.

The SC was a watershed variant, as it was the first Porsche that wasn't essentially snobbish about enthusiast drivers – it strove for mass-appeal, with its servo-assisted brakes and optional Sportomatic transmission. It's also the 911 that cemented Porsche's reputation for solidity and quality, thanks to the robust shell's zinc-coating, and the reliable Bosch K-Jetronic fuel injection on the naturally-aspirated version of the 911 Turbo's 3.0-litre motor.

Launched in 1978, the early SC had a 180hp version of the 3.0-litre engine, and was available either as a coupé or a Targa. Brilliantly, the options list included Martini stripes! Power increased to 188hp in 1979, and then to a meatier 204hp in 1980 – these new-for-the-eighties evolutions are identifiable by their side repeaters in the front wings. Whereas the early cars had cast ATS wheels, Fuchs alloys became standard from 1982, and there was also a (little-taken-up) Flachbau option. For the 1983 model year, the SC was available as a convertible, before the whole series was replaced in 1984 by the 3.2 Carrera.

UK Sport models had large spoilers, but if they're not to your taste then the non-Sport ones didn't. The Sport also had Bilstein dampers and sports seats, while desirable options on any SC include the sunroof, rear wiper and passenger door mirror. Arguably it's better to source the latest car you're able to as they'll be more powerful and probably better specced, although realistically you know that this isn't a Turbo – you're not buying an SC for hair-on-fire thrills, you're buying it for poise and tactility, which any decent SC can deliver.



PRICE GUIDE:

Project: £20,000

Usable: £35,000

Excellent: £75,000





BUYING TIPS:

- It's vital to remember that, while collectors are starting to eyeball the SC, they did exist in the 911 wilderness for quite a while; their perceived poor-relation status means that there are still SCs out there which just haven't been looked after properly. While it's always important to interrogate a car's history, we'd especially recommend it with what appears to be a bargain SC – if it's cheap, then often it's cheap for a reason
- If you're looking at a Sport, make sure it actually is a Sport – it's easy to pretend! Check the documentation for authenticity, and don't just rely on looking at the dampers for confirmation; yes, Sports had Bilsteins, but they're easy to retrofit to non-Sports, and Sport Targas often have the Bilsteins swapped out for stock Boge items as the shell is more flexible
- A gearbox that's reluctant to go into second or third gear is often due a rebuild, so factor in this sizeable cost
- While the zinc-coating was a great idea, it may have become brittle over the decades, leading to hairline cracks. Furthermore, structural rust can be a serious issue, so check everywhere – replacing sills and suspension corners can be hugely expensive, and by the time you've had the whole shell repainted you may have spent more than you did buying the car in the first place!
- Fresh underseal is either a very good sign or a very bad sign – either the car's been looked after with little expense spared, or there's something under there worth hiding
- Have a good look at the exhaust – replacement heat exchangers can be as much as £500, and then the same again for rear silencers
- Check the fuel and brake pipes, as they're prone to corrosion and that's not the sort of thing you want going pop as you're driving home
- Be wary of Targas with leaky tops – a Targa top resto kit is a few hundred quid, but if the water's got into the upholstery and caused damage, you'll be looking at at least £500 apiece to reupholster the seats, plus up to a grand for the carpet set

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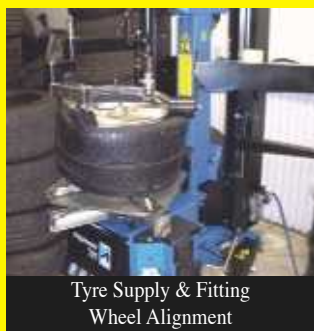
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Dr Wolfgang Porsche

Chairman of the Porsche Supervisory Board, Dr Wolfgang Porsche celebrates his seventy-fifth birthday this year. We look at the life of Ferdinand Porsche's youngest grandson...

Ferdinand Porsche was a brilliant designer and engineer, but his youngest grandson didn't see much of him. Upon returning from a French PoW camp, Ferdinand had health troubles yet also a sense of restlessness. From Wolfgang Porsche's perspective as a child, his grandfather was always driving off or just arriving from somewhere. But whenever Ferdinand was around, he was a kind and attentive man who would do things like take his grandson to the cinema. Wolfgang would sit next to him and delight in asking him afterwards what he thought about the film, well aware that his grandfather had quietly dozed off. In 1949 a small but high-calibre development team led by Wolfgang's father, Ferdinand "Ferry" Porsche, returned to the German city of Stuttgart from wartime exile in the Austrian town of Gmünd

in Austria. The throng of children slowly began to leave Schüttgut, the Porsches moved to Zuffenhausen and Feuerbach, and the Piëchs over to Salzburg.

Even under austere postwar conditions, Ferdinand Porsche's seventy-fifth birthday celebration at Solitude Palace near Stuttgart in the fall of 1950 was quite an event. All of seven-year-old Wolfgang's brothers and cousins were invited, but he himself was considered too young. To this day, Wolfgang Porsche remembers gazing longingly from the attic window of the Porsche villa on Feuerbacher Weg as the family set off for the festivities. Five months later, Ferdinand Porsche passed away.

Wolfgang Porsche attended the Odenwald School in the Ober-Hambach district of the Hessian town of Heppenheim, a leading boarding school for progressive

education. In addition to receiving his Abitur (general qualification for university entrance), he completed an apprenticeship as a metal worker. The usual final requirement for a journeyman in the 1960s was to forge a set of fireplace tools and a grate, and candidates were expected to devote extraordinary effort to the project. Wolfgang Porsche hasn't done much metal working since then, but he does note that he has retained a practical bent. An element of primary importance throughout his life has been the sports car experience — on weekends and vacations — but also in his thoughts. There were lengthy discussions with his father, Ferry, and his brother Ferdinand Alexander about the successor to the 356, and evening test drives on the nearby autobahn to Leonberg and through the Engelberg Tunnel. Starting in 1951, the Grand

Prix at the Nürburgring was both a must and a joy for the family, as was the 24-hours of Le Mans. Customers of the then young sports car brand, Porsche, made it a point to use the Porsche greeting — a brief flash of the lights.

Le Mans has been a magnet for the Porsche brand since 1951, and so it was for young Wolfgang from an early age as well. Trips to the Le Sarthe region of France were both an adventure and a matter of course. His first visit to Le Mans was a particular highlight: all the action in the pits, thirteen-year-old Wolfgang half reclining on a wall with the casualness of youth, a stopwatch in his hand, his father at his side, and Porsche factory manager Hans Klauser in front.

The Le Mans adventure quickly became more glamorous. Following its first aerodynamic 356 Coupés,



Porsche turned a 550 A Spyder into a coupe that Count Berghe von Trips and Richard von Frankenberg drove to fifth place overall. They needed only 135 horsepower for this feat — an early indication of the endurance abilities of Porsche's sports cars, especially under tough conditions.

Le Mans has remained a constant in Wolfgang Porsche's life to this day. The chairman of the board stood in the pits the entire time as Porsche won three successive overall victories in 2015, 2016, and 2017, listening to radio transmissions on his headset. When his cars passed the finish line he embraced the drivers and racing directors, and after the triumph in 2016 he even had tears of sympathy

in his eyes for the loser — the leading Toyota had lost power and rolled to a standstill after 23 hours and nearly 58 minutes of racing.

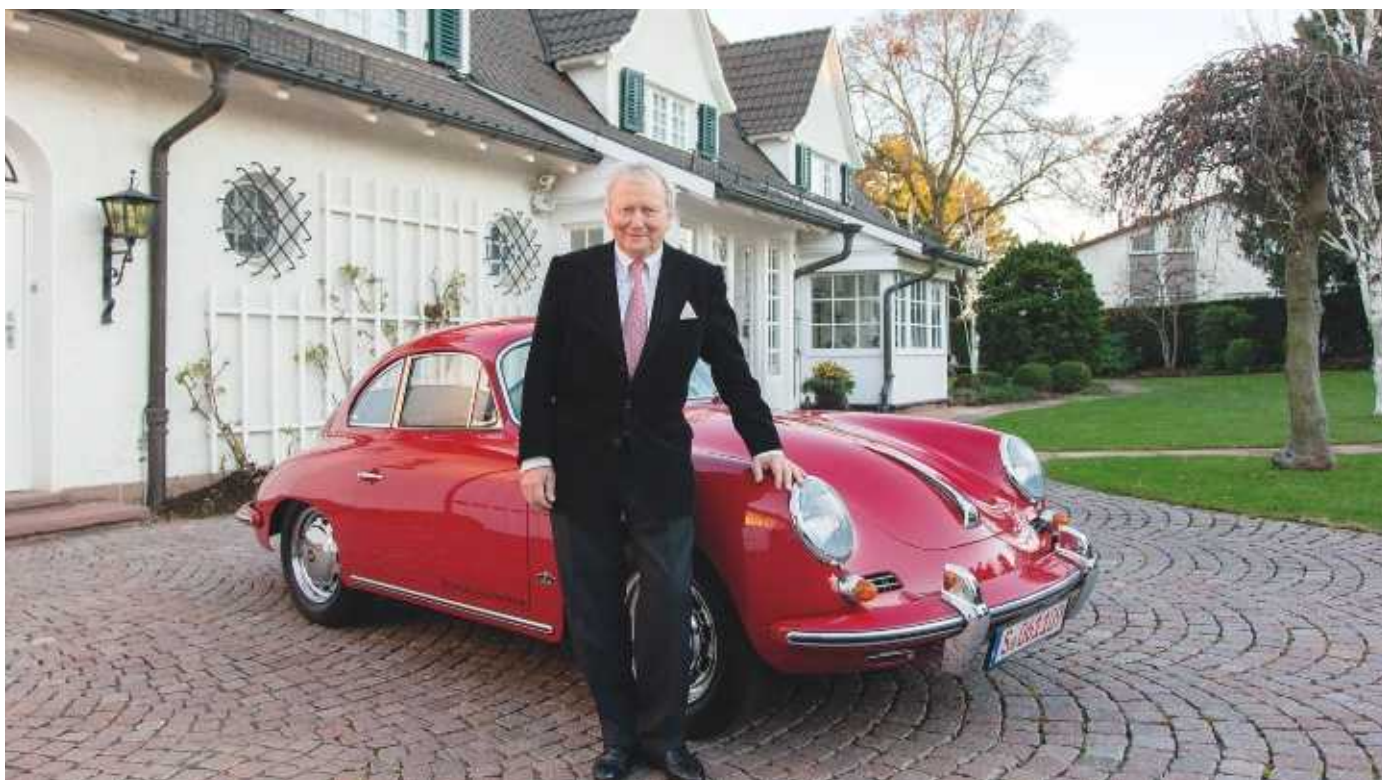
In the mid-1960s with racing in his heart, Wolfgang Porsche made a deliberate decision to become a businessman and complete the appropriate studies in Vienna. Located in an elegant part of the city, the University of World Trade in Vienna had a brilliant reputation not only for its studies but also for its student life in general. Wolfgang Porsche traded his first 356 for a much less showy VW Beetle, albeit with a 95hp Porsche engine and Nardi steering wheel. The car could give the Mercedes 220 a run for

its money, he recalls with a smile. Meanwhile, his Austrian persona was developing further. His academic degree, polished manners, and discreet politeness, enhanced by his command of elegant "Schönbrunn" German, created an appearance that matches his famous name.

In Zell am See in 1972, Ferry Porsche decided to have the family withdraw from managing the company. Times had changed, and both the factory and production were rapidly expanding. Wolfgang Porsche was the only family member who didn't have to step down because, as the youngest, he hadn't yet actively joined the company. Looking back, he sees the wisdom of his father's

decision. No one wins when there are too many cooks in the proverbial (Porsche) kitchen.

Ernst Fuhrmann, the first non-family member to head the company's Executive Board, was an acknowledged expert on Porsche cars. An engineer by training, he had joined Porsche's engine testing department in 1947 and created the famous Fuhrmann engine in the mid-1950s: a flat-four assembly with overhead camshafts. In 1973 the first Porsche with 1,000hp appeared—the CanAm version of the 917 — first as the 917/10 TC, then as the 917/30 Spyder, which actually exceeded the 1,000hp mark. Of even greater significance was the 911 Carrera 2.7





*Wolfgang Porsche
traded his first 356 for
a much less showy
VW Beetle...*

RS of 1973, which as we all know represents a milestone from today's perspective. Here the Porsche brand was sharpening its profile.

Following a traineeship at a bank, Wolfgang Porsche became a businessman. He spent 27 years importing Yamaha motorcycles to Austria and Hungary. To gain additional practical experience in the automotive industry, Wolfgang worked for Daimler-Benz in Stuttgart from 1976 to 1981. His three brothers — Ferdinand Alexander, Hans-Peter, and Gerhard — had all since embarked upon their own careers. At his father's behest, he joined the Supervisory Board of Dr. Ing. h.c. F. Porsche AG. Finally he was

entirely with Porsche.

In 1977 the Porsche 928 — featuring its modern, aerodynamic, water-cooled V8 engine — was named car of the year by international journalists. Yet it still didn't have what it needed to succeed the 911. In brief, it had too much transaxle and not enough Porsche. The 911 was going through difficult times as well. In the wake of the oil crises in 1973 and 1979, an air-cooled engine seemed explosively powerful but no longer feasible for the future. Peter Werner Schutz, the German-American chairman of the Executive Board, still saw potential in the 911 and had the 911 SC introduced to the market as a full

cabriolet. The 911 was saved.

In the early 1990s the very existence of the Porsche brand was threatened. But the family remained loyal and found Wendelin Wiedeking to be an assertive reformer whose modernisation measures based on Japanese techniques shocked many of his contemporaries in Zuffenhausen. No stone in the Porsche factory was left unturned Wolfgang, the youngest Porsche, became the family's spokesman

The model range was revolutionised in similar ways, including a shared-part strategy for 911 models and the mid-engine two-seater Boxster, and water-cooling for all the engines. That was followed

by an SUV with the segment's hottest model name, and then a four-door Gran Turismo. The Executive Board developed a daring vision for the future, which met with the approval of Supervisory Board member Wolfgang Porsche.

Porsche's last air-cooled engine was produced in Zuffenhausen in March of 1998. Ferry Porsche had taken over the simple air-cooled principle from Volkswagen and expanded it to 450hp in the Porsche 911 Turbo S before the curtains fell for environmental and noise-related reasons. Water-cooling had now also come to Porsche's flat engines — and many fans of the 911 were up in arms. But the new generation, which





laid the foundation for the cars of today, has itself become a classic.

Ferry Porsche died in Zell am See on March 27 1998. The company founder had created an automotive legend. He had also forged an exemplary corporate culture, a superb mixture of progress and passion no one wanted to change. When Wolfgang Porsche, the youngest member of the third generation, was selected to be the family's spokesman, it was seen as a clear sign of consensus and a future-oriented approach.

Wolfgang Porsche, who has always been intimately involved with the company, has a strong sense of tradition and the significance of his family. So it was a logical step to acquire the Schüttgut estate from his

relatives, which has again become a family retreat as well as a final resting place for earlier generations. Amidst the Großglockner, Kitzsteinhorn, and Schmittenhöhe mountain peaks.

Today Wolfgang Porsche, joint owner and Supervisory Board member of the Volkswagen Group, maintains a balance between responsibility for the largest industrial company in Germany and his own passions. In what little leisure time he has, he paints still lifes in oil. He also hunts, occasionally even when the countryside is a metre deep in snow. And he collects cars, especially those of the Porsche brand. His personal fleet includes a Porsche tractor, but also an Austro-Daimler hill-climbing championship car, the perfect entry in a concours d'elegance. The best part

about Wolfgang Porsche's collection is that he drives his treasures regularly and with nonchalance. As do his children. One thing is certain: Wolfgang Porsche's sports cars will definitely not suffer damage from disuse.

Back to Wolfgang Porsche as a manager. The company's continuing growth required some type of security in the industry. It therefore made sense to join forces with Volkswagen. Wolfgang Porsche keeps watch over developments as a member of various supervisory boards — with charm, consistency, and strictness when necessary. He travels so much, especially among the five sites of Salzburg, Zell am See, Wolfsburg, Ingolstadt, and Zuffenhausen, that he rarely spends

more than three consecutive nights in one place.

The Porsche Group has started to invest billions in electromobility and digitalization. Wolfgang Porsche is integrating the next — now the fourth-generation of his family into the company and preparing the boys to meet the challenges of the future. He's proud of his daughter, three sons, and four grandchildren. At home in Salzburg and in Zell am See, he works in his father's office in Zuffenhausen, which has been preserved in its original form. He's a supervisor in the truest sense of the word. A representative. And a passionate promoter. Wolfgang Porsche both honors tradition and pursues progress even in this, his 75th year... ○





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Matt Biggs

1986 924 S, 1981 911 SC, 2004 996 40 Jahre

 [@PawnSacrifice](#)



Mark Whitchurch

2008 997 Carrera S

 [@MGW_AutoVeloce](#)



Rob Richardson

1978 911 SC

 [@Racereightysix](#)



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2001 996 Turbo

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2008 997 CARRERA S

Over the past few months my sentiments toward my 997 C2S have very much grown, evolving from new car excitement into thoughts of long term ownership as I realise I've bagged a really nice example. Now viewed as a 'keeper' I've started to invest some more of my hard-earned cash into it. I mentioned tyres in my last report and whilst adjustments in pressures did go some way to improving the ride and handling, there was still way too much tyre noise at motorway speeds as well as a tendency for the back end to break away much earlier than I'd experienced with other 911s. On inspection the core issue was that the tyres were all at least

10 years old with the fronts likely to have been fitted at the factory.

After talking to a number of tyre manufacturer PR people at various industry events, I decided that Porsche N-rated Pirelli P-Zeros would offer me the desired balance of comfort and grip to suit my driving style as well as the more GT than track focused spec of my car.

The effects have been transformational and very much in line with my research; reduced tyre noise and compliance over our British pimple roads were the biggest improvement – I may even use PASM sports suspension mode in the future! Grip levels are also vastly improved allowing me to explore a whole new level of driving

enjoyment that I daren't before. I guess the lesson is when you buy a car, don't just check the tread levels of the tyres, also look at the date codes, particularly on older, low mileage machines!

Again, Cameron Sports Cars near Bath were happy to help me out and combined the fitting of the new tyres with an hour-long inspection in its workshop that highlighted a few watch areas for correction over the coming months. These are thankfully limited to a minor water leak, a weeping O-ring and a few ancillaries that will be changed at the next service. Neat touches like the cleaning of the inside of my wheels and great attention to detail will no doubt see me return

to Cameron later in the year for more fettling and that service. A loss of garage space has seen my 911 emerge from its winter hiding place and return to my driveway. Whilst this resulted in a small increase in insurance it's been more than worth it in forcing me to use it on a regular basis, turning mundane drives into exciting ones! Memorable blasts have included an early morning drive across the Cotswolds to Silverstone for the VSCC Pomeroy Trophy event (above) as well as to Beaulieu Spring Autojumble where the limited boot space did stop me buying anything too big! I had to limit myself to a vintage tool chest which did test out the 997's rear seat storage solution!



Now with my Carrera S in fine fettle and fitted with new tyres I'm looking forward to a blast through France to the Le Mans Classic which takes place in July. I will of course update you on how I get on in these very pages.

Mark Whitchurch

Mark Whitchurch
2008 997 Carrera 2 S

[@MGW_AutoVeloce](#)



2001 996 TURBO

It has been a busy and turbulent few weeks on the 911 front but unfortunately not with regards to driving it! The time of year for servicing and MoT always causes me to start thinking the worse; it's a 17 year old car and at times like these a 996 Turbo can test the commitment of most owners. Two years out of the last three I've taken the car to Mid Sussex Porsche. I've always been treated well and enjoyed the loan cars, with this in mind I rebooked and I'm pleased to say that this year was no exception. Jeremy is a real gent to deal with and kept me fully updated throughout the day. This year I had the benefit of a brand new, delivery mileage 718 Boxster S for the day, nice car. Would I swap my Turbo for it? No way! Coming straight from the 996 into a latest modern Porsche really demonstrates just how raw and analogue the older car is, in my opinion it provides a far more enjoyable driving experience.

Jeremy's call was a welcome relief and advised that the car was in good shape bar the tyres, it wasn't unexpected and with five year old rubber, I had made the decision to change the entire set before MoT time anyway. Shopping around I found the best price to be Kwik-Fit. As a returning customer having had the family Discovery shod with new Pirellis all round a few weeks back I knew their service and attention to detail was good

and believe me – I'm fussy about things like this. The turbo has had Continental Contact Sports on it since I bought it so after some research and hearing the opinions of other 996 Turbo owners on the Internet, I decided to go for Michelin Pilot Sport 2s all round. I duly dropped the car off and did a "while you wait" MoT and tyre change – all went well and after mooching around the local shops I picked up the car with a clean MoT and fresh rubber all round. The difference is immediate, the feel was so much better with more noticeable grip and less tyre roar – all within what feels like a smoother connection to the roads surface.

Now the car has a clean MoT an up-to-date service record I have considered what the next potential purchase could be and have identified a 997 Turbo as the obvious choice. I have had the 996 up for sale tentatively and now it has just successfully sold, great news and I hope to write about my new purchase here soon...

Nick Hapgood

Nick Hapgood
2001 996 Turbo
@NickHappy1





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1986 924 S

Not that long ago I was determined to tidy up the 924 S and sell it for repair funds for the 911 SC. There have probably been a dozen or so other schemes between then and now. In addition to raising funds to restore some of the 911's former glory, I feel I have reached the limits of the 924 in its current setup. So, the change of direction. My reasons, justifications, man math workings, whatever, were twofold; firstly, to make the scruffy 924 S into something that would

command the best price possible, and secondly, to practice fabrication and bodywork before starting on the 911. Ignore that last part if you end up looking to buy the 924 S, only top of the line craftsmanship from a pro. Maybe.

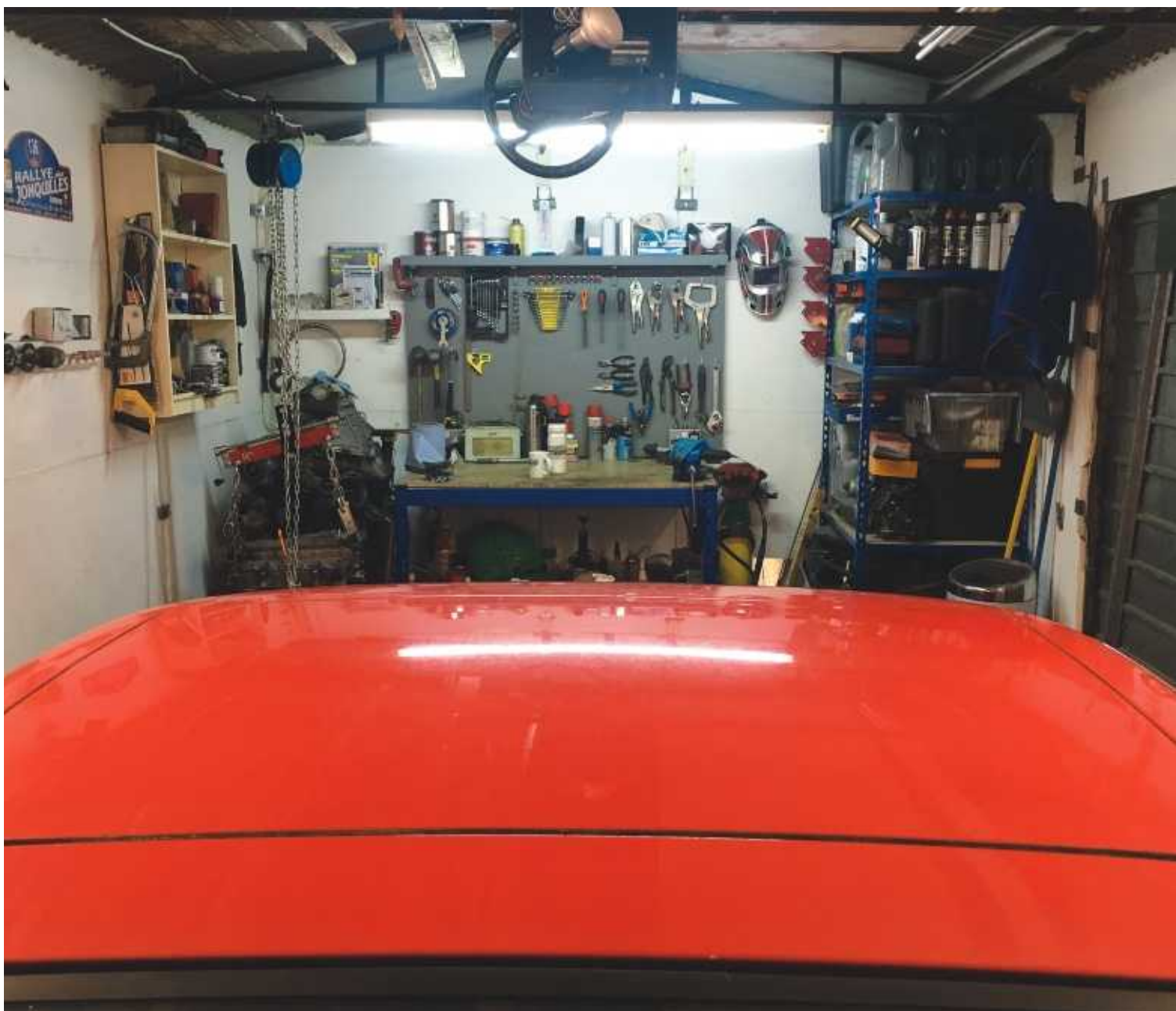
As always, I can't help myself, the situation has escalated somewhat. You see, I have a small brain and it is very easily influenced. I can't remember what it was exactly, but I was doing some research to determine the best way to fix one thing or another on the 924 S when

I came upon the idea of an engine swap. Yes! Nipping any LS1 ideas in the bud right away, I needed something a little more in keeping with the 924's philosophy. The original 924 engine was from an Audi 100 (among others), so, when I saw there was an Audi engine from an A6 (and some other VAG wagons) that would fit, it seemed like a great plan. This is a swap that has been done a few times, with varying degrees of detail and success but I liked the idea of it.

The engine itself is a 1.8T with

150hp, as stock, so a lot of trouble for no gain. The turbocharger makes this worthwhile. The power and the weight, the Audi engine is 45kgs lighter than the Porsche 2.5-litre. It is also not a straight swap, so this will test my fabrication skills. Patience. And likely my wallet. The more powerful engines from the Audi TT wouldn't work as they are transverse, whereas my car's engine is mounted longitudinally.

In addition to the engine, which I picked up for around £300, I bought a VW Golf GTi gearbox,





solid flywheel and pressure plate, mated to a Ford V6 clutch – the right size for the flywheel and spline for the drive shaft. The gearbox was easy, I tried for a custom clutch but they would only work from engine numbers and it became far too frustrating, so I put the kit together myself. I have cut down the gearbox to get the bellhousing, I just need to make the mounting plates. I have also had to modify the starter motor slightly, to invert it.

Off the top of my head, I will need to make something to mate

the 1.8T to the engine mounts, modify the sump to fit over the cross member, move the oil cooler, fit a new cooling systems, water and air, with all the pipes, plus try and figure out how a turbo works to get all of the piping done. There is a good chance I'll need to cut the intake manifold to fit, as well.

So far I have a few parts and have made a start on the engine. I had an email exchange with a standalone ECU manufacturer that provided a lot of useful advice, so will be using that contact for the

ECU and probably to set everything up properly with the new engine. I have tried to find a bigger turbo, but no-one seems to want to get back to me, so I've gone for a slightly larger used one to swap later.

A final note, I am going into this knowing that if I am lucky it won't lose too much money, and the engine may well be a dud, in which case it is a template to get everything else fitted and I swap it out for another. This should be a lot of fun!

Matt Biggs

Matt Biggs
924 S

[@PawnSacrifice](#)



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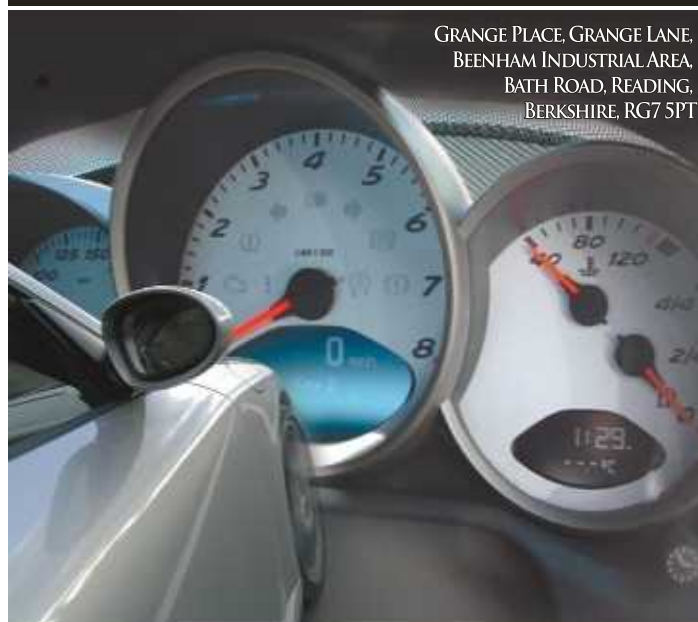
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1981 911 SC

I can't remember what my plan was, the last time I was writing about the SC, not that it matters, given the rate at which my plans change. The ultimate goal, across the board, is to get the whale tailed 911 fighting fit. I will never be going for a show grade restoration, just enough to get the engine in fine fettle and the bodywork looking good. To manage this I need to do some of the work myself, to keep the costs under control. To do the work myself without making a mess I need practice, and I will do so with the 924 S, the scope of that project has grown somewhat as you may have just read.

With the 924 being taken off the road, and me liking to have a spare car, I want to get the SC MoT'd again... spare car? That's nonsense really, I want it back on the road because it's a mega thing, but this is a good nudge. I began

my MoT prep with a quick run around the electrics, for once, they all worked, first time! I inspected the other key components and they all appeared to be in passing condition. I checked the previous MoT report and found one comment about play in the steering. I suspected the universal joints, but they seemed to be nice and tight. I did notice, in the smuggler box, that the rubber bushing on the steering column had play, so I suspect this would need a change, I already had the spare.

Some fiddling and I realised the easiest way to change the bush would be to drop the steering rack, which in turn meant dropping the cross member and A-arms. It was a lot easier than I was expecting, and something I now wish I'd done when replacing the broken torsion bar. Once the front end was off I noticed the more likely source of the steering play, the rubber bushed

inner track rod ends had developed some play in them; I had not suspected this at first as I had not long replaced them. I decided to replace the track rods with upgraded Turbo versions, which have a solid ball joint at the end. With the rack off the car these were very easy to change. I took advantage of the cross member being off and gave everything a clean. Re-fitting the whole front assembly took some balancing on a couple of jacks, but it was easy enough, and fitting the steering column bush took seconds. I had a full set of roll bar bushes so decided to fit these as well, which turned into a pig of a job getting the roll bar back on.

While the car was on the stands I decided to replace the oil, I always get caught out by how much oil is in these cars, if you don't have one it's a consequence of being air-cooled. As I write this, the car is

partly in bits. I noticed that the heat exchangers were in poor condition along the underside, which would explain the occasional smoke in the cabin. I have ordered a new set. As the oil hasn't gone back in yet I have also ordered new cam cover seals, upper and lower. I am not convinced these cars didn't leak oil when they were new, so I'm intrigued and slightly worried how the new MoT rules will be applied. We will see.

Matt Biggs

Matt Biggs
911 SC

 **@PawnSacrifice**





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Inside: 981 Cayman GTS, 718 Cayman GTS first drive, 911 ST, bb Tuning: Targa meets 996 Cabriolet, farewell 919 Hybrid, 997 Carrera: 2018's hot buy?, Tech Guide: 3D sound



MARCH 2018

Cover Story: EB Motorsport pays tribute to the 911R
Inside: 991 Carrera T driven, £2.5k 986 Boxster bought and driven, 718 Boxster GTS driven, Gunther Werks 993, RS Spyder 10-years on, 911T drive, Porsche Track Precision app



APRIL 2018

Cover Story: New GT3 RS - first ride!
Inside: Restored 911E Targa, 996 road trip to the Alps, 30-years of 4WD Porsche production, Le Mans raced 928, 917 chassis 023 explored, 2WD versus 4WD, Porsche Stability Management: Sport Mode



MAY 2018

Cover Story: 987 Boxster Spyders
Inside: 356 B and 356 C compared, prototype Cayenne E-Hybrid driven, 911 GT1, Cross Turismo concept revealed, Hollywood hero Paul Newman, 991.2 GTS driven, dp Motorsport 964, Tech: Porsche all-wheel drive system at 30



JUNE 2018

Cover Story: 911S by Canford Classics
Inside: The £25k 911: 996 4S versus 997 Carrera, 901, Jürgen Barth and Roland Kussmaul in a rally 924, 928s: 1979 928, S4 and GTS, 200 Porsche facts for our 200th issue, 919 Hybrid Evo, 964 Carrera RSR 3.8, Porsche Tech: Tyres



JULY 2018

Cover Story: GT3 RS Generations
Inside: 987 Cayman Ultimate Guide, new 991.2 GT3 RS driven, Paris-Dakar 959 explored, 'sleeper' 930 Turbo, Tech: 944 servicing, Porsche People: Hanns Herrmann, Porsche Human Performance, Panamera Sport Turismo UK drive, Modifying Guide: 986 suspension

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How much? From £15.00

Where from? www.motoratus.com

The Motoratus brand of clothing has been brought to life by two classic Porsche nuts together with vehicle restorers Canford Classics, its products are inspired by the style and ethos of classic Porsche culture.

The Abingdon Gloves are handmade Black / Copper Brown leather driving gloves, with the customary perforated fingers, they are unlined for a closer fit and better grip (£15.00). The Midnight Blue Boston Polo is a 100% cotton shirt with a relaxed-slim classic fit (£85.00). All of the 100% Organic cotton t-shirts feature a relaxed-slim classic fit and are priced at £45.00 each, they include the Slate Grey ThreeFiveSix Tee, the Custom Lore Tee, Strip Back Tee and the Air Cooled Tee. Finally comes the Zambezi Green Monte Carlo ZG Superfine Merino Wool crew neck pullover, again its has a relaxed slim classic fit, it is made from 100% Merino Wool. All Motoratus products are British made.



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918 SPYDER BOOK

How much? From £600.00

Where from? www.palawan.co.uk

This Porsche 918 Spyder book from Palawan Press is the inside story of the engineering masterpiece that is the 918. A beautifully designed book of 520 pages, it is available in three editions ranging in price from £600 to £1,750, it comprises 1,200 images – including a factory photo of each of the 918 cars produced. The books are limited to 1,218 copies: 250 standard edition, 50 leather bound edition and 918 for the bespoke edition – representing the full production run of the car, numbered 1 - 918. Available for £1,750 per copy, the bespoke edition is hand-bound in black leather and presented in a lined solander box. It will be engraved with a plaque carrying the owner's name or the car's chassis number on a personalised page with the full specification of the car in question. Written by marque expert Ian Kuah, inside Kuah reveals how the team at Porsche rose to the challenge of creating what was widely recognised as the world's most technologically rich motor car of its day.



CLASSICFX GT SEAT INSERTS

How much? £557.00

Where from? www.classicfx.net

Now these we really like. ClassicFX has developed seat inserts for owners of current GT3 and GT4 cars fitted with lightweight buckets. The alternatives to the factory offerings were initially created in the classic black and white houndstooth as you see here, however further fabric designs are available. Other pepita houndstooth colours such as red/black/white, blue/black/white or tan/black/white are on offer, so too other fabrics from the Porsche back catalogue (such as Pasha for example) – naturally any suitable non-Porsche material can also be accommodated.

Fitting is a straightforward affair given that these attach via Velcro, which means in only 15 minutes a customer can transform the interior of their GT Porsche – there is a short 'how to' fitting video hosted on the ClassicFX website.



1:43 EBBRO 904 GTS

How much? £20.00

Where from? www.racingmodels.com

This Ebbro model recreates the Porsche 904 GTS road car of 1964. It is available only in dark blue. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.





CARBON BRIEF BAG

How much? €995.00

Where from? www.porsche-design.com

The Brief Bag from Porsche Design is part of its business bag collection. The Brief Bag SHZ features real carbon fibre and black nappa leather, its minimal metal details are galvanised in a gunmetal finish. Its slim design (390mm x 70mm x 300mm) has an integrated laptop compartment inside and it weighs just 0.9kgs, making it ideal for carrying to meetings.



RETRO POCKET GAMES CONSOLE

How much? £14.99

Where from? www.firebox.com

This handled throwback is packed with over 150 retro games and it fits in your pocket. It includes a miscellaneous collection of hilarious games and purports to be the ultimate time-passing mega-tool. Sure to make tedious train journeys and dull commutes more bearable, it is filled with 8 bit bleeps, bleeps and hoots.



1:43 SPARK 997 GT3 CUP

How much? £39.95

Where from? www.racingmodels.com

The 997 GT3 Cup car recreated here in 1:43 scale (car number 53) was raced to 40th place in the 2013 Nürburgring 24-hour race by Wolfgang Destree, Kersten Jodexnis, Norbert Pauels, and Dr. Eddy Althoff. This limited edition model of 300 units comes in a German Racing box. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to GT Porsche readers.



1:43 550A RS AUTO

How much? £25.00

Where from? www.racingmodels.com

The Porsche 550A RS was driven to victory in the 1957 Riverside race by Ricardo Rodriguez. This Brumm 1:43 scale model commemorates the car beautifully. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.

POWERFLEX 996/997 BUSH KITS

How much? £28.14 each

Where from? www.powerflex.co.uk

Owners of 996 and 997 911s can now purchase 19.5mm and 22mm rear upper link arm outer / inner bush kits thanks to the folk at Powerflex. While Powerflex have offered both of these items for some time, it was only relatively recently discovered (by a handful of Powerflex's specialist dealers) that some Porsche cars left the factory with a 19.5mm arm as opposed to the standard 22mm item.

These bushes can restore factory levels of chassis poise to higher mileage cars, in addition those models fitted with Powerflex hardware have been shown to exhibit improved turn in, and more precise steering feel. As with all of the firm's bushings, these are rendered in Powerflex's signature polyurethane. They are also available in its Black Series range which is ideal for track day and competition cars.

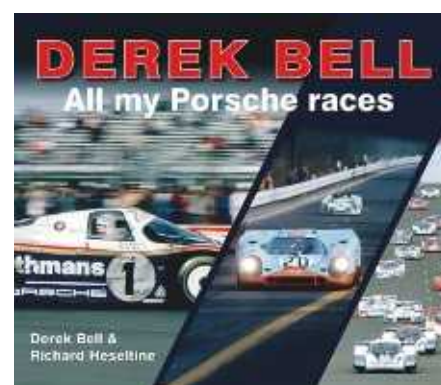


DEREK BELL BOOK

How much? £45.00

Where from? www.porterpress.co.uk

This new 276 page hardback book charts the full story of Derek Bell's career with Porsche, encompassing the fearsome 917, the iconic 956 and 962, and the evergreen 911. Three decades of racing history are covered in detail, from the 1971 Buenos Aires 1000km to the 2000 Daytona 24 Hours – in total Bell has driven in almost 200 races around the world. Full accounts of racing with other heroes such as Stefan Bellof, Jacky Ickx, Hans Stuck, and Jo Siffert are part of the book, which is illustrated with more than 200 images, many from the Porsche archive and Bell's own collection. ISBN: 978-1-907085-65-9.




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1:43 SPARK 908/2

How much? £43.75

Where from? www.racingmodels.com

The Christine Poirot Porsche 908/2 was driven to 19th place at Le Mans in 1974 by Christian Poirot and Jean Rondeau. This Spark 1:43 scale model has recently been reduced from £50.00, it comes in its correct Craven Filter livery. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



POKITO ECO TRAVEL CUP

How much? £14.99

Where from? www.firebox.com

As seen on TV, this handy travel cup is part of the paperless revolution.

This pocket-sized reusable cup folds out into three different sized cups, from flat in your pocket to espresso, medium, or grande. Completely environmentally sustainable after just 15 uses, it is made of thermoplastic elastomer and polypropylene, it is eco-friendly approved by the FDA and the European EMA. Even the packaging is biodegradable and made of 80 percent recycled content. Available in Raspberry, Blackberry and Sky Blue, Pokito cups have already appeared on Channel 4's *'Buy It Now!'* – weekdays at 17:30 GMT.



1:43 SPARK GT3 R HYBRID

How much? £39.95

Where from? www.racingmodels.com

The 2010 911 GT3 R Hybrid Presentation Car was equipped with a 4.0-litre flat-six engine and two electric motors developing around 80hp powering the car's front wheels. The real car came very close to winning its first Nürburgring 24 hour race, thanks to Spark it lives on in 1:43 scale. During check out add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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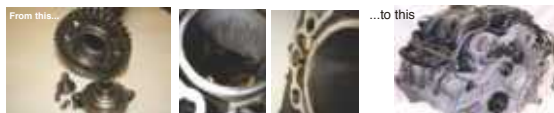
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