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email: sales@fvd.net



Editor: Steve Bennett
01379 668748; porsche.world@chpltd.com

Deputy Editor: Brett Fraser
brett@brettfraser.co.uk

Features Editor: Keith Seume
01208 871490; keith@fastbrit.com

Consultant Editor: Chris Horton
porscheman1956@yahoo.co.uk

North American Correspondent: Matt Stone
mattstonerama@gmail.com

Contributors
Kieron Fennelly, Antony Fraser, Sarah Hall, Paul Harmer, Paul Knight, Jeremy Laird, David Sutherland, Johnny Tipler
Studio Manager
Peter Simpson

Group Advertisement Manager
James Stainer
james.stainer@chpltd.com

Production
Liz Smith
ads@chpltd.com

CH Publications Ltd
1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, United Kingdom
Tel: 01883 731150; fax: 01883 740361;
e-mail: chp@chpltd.com

Administration
Sandra Househam

Accounts: Bev Brown
Subscriptions: Debi Stuart debi.stuart@chpltd.com
Website: www.911porsche.world.com

Managing Director
Clive Househam

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911 & Porsche World is distributed worldwide by Seymour Distribution Ltd, Tel: 020 7429 4000, info@seymour.co.uk

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Printed in England
GD Web Offset Ltd; tel: 01709 768000

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UP FRONT

Bennett makes it his mission to be in Gmünd for Porsche's 70th Anniversary. He's glad he did

Highlight of this issue? Well, for me it's a personal one. Turn to page 48 and you can join in as we take a Boxster 718 to Gmünd on June 8th, 2018. The date is important, because 70-years ago on June 8th 1948, the first Porsche was road registered in the picturesque Austrian town. This is the date officially adopted by Porsche for the 70th Anniversary celebrations. To be in Gmünd, then, on that date was something of a no-brainer and to be honest we were expecting something of a media scrum, but it seems that Porsche's own celebrations at its Stuttgart museum, on the same date, had diverted attention from Porsche's true Genesis moment and we had the run of the place.

And what a glorious place Gmünd is, seemingly untouched by the

“ As a Porsche fan, make it your mission to visit Gmünd ”

passage of 70-years and mindful of its place in Porsche history, thanks to Helmut Pfeifhofner's Porsche museum and his foresight to buy and renovate the small wooden building that acted as Porsche's design office at the entrance of the huge timber sheds converted for use as Porsche's temporary factory. Helmut can remember Porsches testing in and around Gmünd as a boy and today there is still that palpable sense of Porsche's time here, backed up by archive photography, that allowed us to plant the Boxster into history.

And while Gmünd charmed, the Grossglockner Pass, where Porsche 356/1 tested, simply awed with its scale and alpine grandeur. Driving the same roads 70-years on, in a mid-engined, four-cylinder Porsche, was again touching history. As a Porsche fan, make it your mission to visit Gmünd in Porsche's 70th year. Or any year for that matter.

STEVE BENNETT
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ALL THE PORSCHE NEWS AND VIEWS

NEWS

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Uncertainty surrounding petrol particulate filters *
Mission E named Porsche Taycan * Bridge 911S goes
to auction * Road legal 917 * Porsche slams investors



PORSCHE PREVIEWS 911 SPEEDSTER

500hp GT3 engine powers open-top special

This is Porsche's 70th birthday present to itself, the new 911 Speedster Concept. Powered by the latest GT3's 500hp engine and clothed in a widebody shell derived from the 911 Carrera 4 Cabriolet, Porsche says the concept offers a glimpse of a potential series-production version.

Officially, no decision has been made regarding the possible production car. But test mules of the Speedster have been captured by spy photographers in recent months, so a launch later this year or in early 2019 looks likely. But what, exactly, defines this new Speedster Concept?

Along with that 4.0-litre, 9000rpm flat six, the Speedster's key feature is its

shortened, more sharply raked windscreen. Similar to or, indeed, perhaps exactly the same as that on the 718 Boxster, the screen sets the template for the rest of the car. That starts with shorter side windows with a rounded edge. Move further back and you'll find the signature double-bubble rear cover, a feature of 911 Speedsters since 1988, obscuring a new roll-over protection structure. Two contrasting black slats between the 'humps' add an aerodynamic touch, while the transparent Plexiglas wind deflector features an engraved '70 years of Porsche' logo.

For the concept, Porsche has opted for a lightweight tonneau cover to protect the

cabin from the elements when the car is parked, instead of a full convertible top. However, it's thought the production version will come with some kind of folding roof. Weight reduction abounds, including carbon-fibre front wings and bonnet. The lightweight principles of the Speedster also apply in the interior, from which the navigation, radio and air conditioning systems have all been unceremoniously defenestrated. The bucket seats, meanwhile, are carbon-fibre and the light brown Aniline leather seat covers and detailing recall the 911 Speedster's earliest progenitors.

The paintwork in the traditional colours

Will it or won't it be built? Porsche's 70th Birthday present to itself is a 911 Speedster. Based on the Carrera 4 Cabriolet bodyshell and with the GT3's 4-litre, 500bhp flat-six, it appears to be very well developed, for a prototype, and near production ready



INCOMING: GT3 TOURING CABRIOLET

Porsche's first open-top GT car since the Carrera GT

Finding it tricky to acquire an allocation for the low-volume 911 Speedster? Then how about a 911 GT3 Touring Cabriolet? A development mule sporting just that specification has been spotted in recent weeks.

The tell-tale signs include a standard rather than chopped 911 windscreen and the full Cabriolet folding roof, plus the existing Cabriolet model's dual side windows, rather than the single curved side glass of the Speedster. The mule also sported GT3 bumpers front and rear, GT3 centre-lock wheels and the GT3's signature centrally-mounted dual exhaust outlets.

Porsche hasn't made an official announcement, but the new car would represent the first cabriolet model ever to wear the hallowed GT3 badge. As with the rest of the GT3 and GT3 RS range, if the 911 GT3 Touring Cabriolet does make production it's unclear whether the model will be offered in European markets. The impact of the imposition of the new Worldwide Harmonised Light Vehicles Test Procedure (WLTP) and the associated requirement for a Petrol Particulate Filter remains unclear.

of GT Silver and White harks back to Porsche's early racing cars – as do many of the other details, such as the '50s-style central fuel tank cap positioned in the middle of the front bonnet, the classic Talbot shape of the exterior mirrors or the unique design of the main headlights. As for the chassis, that's largely taken from the GT3. The exceptions are the huge 21-inch centre-lock Fuchs alloys. For the record, the Concept has been equipped with Porsche's six-speed manual transmission.

Porsche says the Concept's earliest forefather is the 356 1500 America Roadster from 1952. It's remarkable to note that car cranked out 70hp and was capable

of just 109mph. Only 16 examples were produced. By 2010, eight different series and special models had been created under the 'Speedster' banner. The most recent model was the Type-997 911 Speedster, with a production run of 356 units. It's thought Porsche is tooling up to build 1948 copies of the new Speedster, that number celebrating the June 8, 1948 date upon which the very first Porsche 356 'No. 1' Roadster received its operating permit.

For now, there's no official word on cost or availability. But a list price somewhere north of £150,000 and extreme difficulty in securing an allocation at your local Porsche Centre are probably both givens.



PARTICULATES: PORSCHE'S PETROL CONUNDRUM

Will petrol particulate filters kill off special models like the GT3 in Europe?

Responding to a report in German newspaper Frankfurter Allgemeine Zeitung, Porsche has denied that the introduction of new emissions testing procedures and the requirement for petrol particulate filters have forced a halt to sales of new cars in Europe. However, Porsche remains unable to clarify the full impact of the new filter technology and it's unclear which models will survive the transition and how power, performance and efficiency may be affected. Doubts remain whether Porsche specials like the GT3 and GT3 RS are compatible with particulate filters.

The Frankfurter Allgemeine article claimed, "Porsche has suspended the sale of all new cars until further notice. The background to this is the changeover to the new exhaust gas measuring cycles WLTP (Worldwide Harmonised Light Vehicle Test Procedure) and RDE, which entail stricter requirements both in the approval procedure on the test bench and in real day-to-day operation. They apply gradually from September of this year. Gasoline engines can usually meet these limits only if they are equipped with a particulate filter."

In a statement, Porsche denied any cessation in sales. However, the overall upshot is that it's likely any new Porsche powered by a petrol engine sold in the EU (and other territories that adopt EU regulations for motor vehicles, such as Norway) will require a particulate filter. According to Porsche, "the introduction of new emissions legislation makes it necessary to transition the model range to use a gasoline particulate filter (GPF) and obtain new type approvals no later than September 1, 2018. As a result, a temporary restriction to the model range is in force."

In practice, that means the online Porsche car configurator is currently unavailable and orders must be placed directly with Porsche Centres. But which petrol Porsches, exactly, are available? Over to Porsche. "Starting in September, selected models from the 911 and 718 model lines will be available with a gasoline particulate filter. The 911 4 GTS with all-wheel drive and PDK will also be available in three body shapes from the outset – as a Coupé, Cabriolet and Targa. Alongside the 911 4 GTS derivatives, the new technology for gasoline particulate

filters (GPF) will be implemented into the 718 basic and GTS models and then into other model lines."

That begs several questions, such as what, if any, impact the filter may have on performance and whether some Porsche models may be phased out rather than adopt the filter. By way of example, BMW recently announced that it was opting to phase out the M3 saloon rather than update it with a filter to pass the new emissions test. We put those questions directly to Porsche, but it was unable to provide further guidance.

In other words, it remains unknown if Porsche will continue to sell models like the GT3 and GT3 in Europe from September. That also puts a question mark over upcoming models, including the likely production version of the new 911 Speedster, which uses the GT3's 4.0-litre naturally-aspirated engine. The same applies to the upcoming Cayman GT4 and Boxster Spyder models. Both are expected to feature naturally aspirated flat sixes, although their precise specification is a subject of much speculation.

Petrol particulate filters are coming, and it's unclear whether they will work on Porsche's GT cars, production of which is currently suspended

OUR TAKE

THE PROBLEM WITH PARTICULATES

What, exactly, is going on with Porsches and petrol particulate filters? The short answer is that we don't know. Porsche put out a statement indicating that the 911 Carrera GTS 4 will soon be fitted with the filter, as will some 718 models. Beyond that, we know nothing certain. Will the filter impact power? Will it put pay to models like the GT3, GT3 RS, GT4 and even the upcoming 911 Speedster in Europe? It's all a mystery.

What we do know is that the entire matter of petrol particulate filters is a bit of a farce. Indeed, it's just the latest in a line of unintended consequences resulting from the quest for lower carbon emissions from cars. One of the biggest downsides to that pursuit has been awful air quality in European cities. The widespread adoption of diesel engines has probably had limited impact on overall world carbon emissions. But it has influenced local urban air quality dramatically and much for the worse. Measures of urban air quality since the increase in diesel car sales have shown a significant decline. So it was hardly a surprise to find the VW group had been cheating emissions tests. Anecdotally, that observation that diesel cars often emit unpleasant smoke is obvious enough.

Unfortunately, the quest for lower carbon emissions has also made local emissions from petrol cars worse, too. Particulate emissions from petrol engines have only become a problem since the introduction of direct injection engines. Older indirect injection engines aided by a catalytic converter emit extremely low levels of particulates. Once again, then, lower carbon emissions have come at the cost of local air quality.

They may also come at the cost of some fantastic Porsche sports cars if it turns out that applying a filter to the likes of the 911 GT3 reduces engine power and perhaps the soundtrack, too. It's ironic to think that driving something like a 997 GT3 through a city centre is better for local air quality than the fleets of supposedly low-carbon diesel hatchbacks that largely fill the streets. Happily, the tide has now turned against diesel and European urban air quality should once again improve. In the meantime, there's an important lesson of unintended consequences in oversimplifying the complicated question of cars' emissions down to a single metric of CO2 levels. Let's hope future regulations are far, far more enlightened.





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TAYCAN: MISSION E'S NEW NAME

The concept car formerly known as...

With production due to begin next year, Porsche has revealed the retail brand name of what has hitherto been referred to as Mission E. Porsche's first pure-electric car will be known as Taycan when it goes on sale in 2019.

Derived from an unspecified Eurasian dialect, the name can be roughly translated as 'lively young horse' and is a nod to the imagery at the heart of the Porsche crest, which has featured a leaping steed since 1952.

"Our new electric sports car is strong and dependable. It's a vehicle that can consistently cover long distances and that epitomises freedom", said Oliver Blume, Porsche's incumbent chairman, at the recent 70 Years of Sports Car ceremony.

Much of the appeal of the Taycan hinges on Porsche's revolutionary new 800-volt charging technology. It's roughly twice as powerful as anything currently available, such as Tesla's Superchargers. Porsche says the new technology allows 100km of range (slightly over 60 miles) to be added in just four minutes. Porsche reckons an 80 per cent charge from empty will be possible in 15 minutes.

All told, the Taycan will have a total range of over 500km, though that figure is according to the soon-to-be defunct NEDC metric rather than more demanding measures of range such as WLTP. As for performance, in a recent video on Porsche's official YouTube

channel, former F1 racer and ongoing Porsche retainer Mark Webber revealed that the car would offer 600hp from dual electric motors. Webber also said the Taycan's low-mounted batteries make for a much more dynamic and agile package than one might expect given the car's relatively high mass, the latter being a factor of the weight of the large-capacity lithium-ion pack.

The Taycan won't just be about electrification for Porsche. Blume has also confirmed the Taycan will offer Level 4 autonomous driving capability (self-driving in most situations, with driver attention not required), though not fully autonomous driving over longer distances. "There are situations in traffic jams where you will be able to read a newspaper, but our customers take pleasure from driving and this will remain," Blume said.

Of course, the Taycan is just one piece of Porsche's broader electromobility puzzle. Porsche plans to invest more than six billion euros in electromobility by 2022, doubling its originally planned expenditure into electric cars. Of the additional three billion euros, some 500 million euros will be used for the development of Taycan variants and derivatives, around one billion euros for electrification and hybridisation of the existing product range, several hundred million for the expansion of production sites, plus around 700 million euros for new technologies, charging infrastructure and smart mobility.

It has a name! Porsche's Mission E is now a Porsche Taycan. It promises a 300-mile range, with the ability to rapidly charge and will also feature Level 4 autonomous driving capability

CAR'S THE STAR: 'THE BRIDGE' 911 UP FOR SALE

The end of this particular Saga...

Heads up fans of Scandi-noir TV series The Bridge. The 1977 Porsche 911S driven by the series' central protagonist, offbeat detective Saga Norén, is being offered for sale by Bonhams auction house.

The sale will take place at the Festival of Speed Sale on 13 July at Goodwood, with proceeds going to international charity WaterAid courtesy of the producers of the hit series, FilmLance, part of Endemol Shine Group, and Nimbus Films. Not only does that mean money to a good cause. It also helps solve the mystery surrounding the car.

Since it first appeared in the series, the identity, origin and specification of the car have been the subject of widespread debate. Even the precise colour code of the seriously '70s paint job has generated significant speculation. Now we can reveal that the car was imported to Sweden from San Francisco in 2009 and is finished in Jäger Grün.

Lars Blomgren, Anders Landström and Bo Ehrhardt, creators of The Bridge said, "We are very happy that The Bridge will finish its successful UK journey with the sale of Saga Norén's Porsche and that we are able to donate the money to a cause as important as WaterAid."

The fourth and final season of The Bridge, in which Saga, played by Sofia Helin, is reunited with Danish partner Henrik Sabroe (Thure Lindhardt), is currently showing on BBC Two and BBC iPlayer. For the record, WaterAid works to make clean water, decent toilets and good hygiene normal for everyone, everywhere. The international not-for-profit organisation works in 34 countries to change the lives of the poorest and most marginalised people. Since 1981, WaterAid has reached 25.8 million people with clean water and 25.1 million people with decent hygiene facilities. For more information, visit www.wateraid.org.



Fans of Scandi-noir TV series, The Bridge, can bid on the 1977 911S driven by the show's star character, detective, Saga Noren



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ANOTHER 917 RACER HITS THE ROAD

Legal loophole allows Le Mans racer to become road registered

Porsche collector Claudio Roddaro of Monaco has achieved the near impossible. He has registered a Porsche 917K racer for legal road use. Roddaro bought the car in 2016 for an undisclosed but presumably intergalactic sum in 2016. From there, the seemingly insurmountable task of getting it road registered began.

The story hinges on another road-legal 917, that of the famous Count Rossi, the Italian nobleman who masterminded Martini's famous sponsorship tie-in with Porsche. Via a somewhat suspect regulatory loophole, Rossi managed to register the car for road in the US state of Alabama, of all places. Once registered in Alabama, Rossi was able to use that paperwork to wangle road registration in Europe.

Porsche says that in order to get his 917K approved for road use,

Roddaro had to prove it was identical to the Rossi car. Roddaro's car was originally based on the unfinished number 037 chassis, acquired by Germany coachbuilder Baur in the late 1970s where it was to remain unfinished for decades. It was eventually sold to a US collector who had it fully built by Carl Thompson at Gunnar Racing in Long Beach. In April 2004, more than thirty years after its life began, 917-037 made its public debut at the Rennsport Reunion in Daytona.

Throughout its life, Porsche remained aware of the car's whereabouts and was able to furnish the owners with a chassis plate upon request, authenticating 037 as a genuine 917 and in turn enabling the car to be road registered. With around 600hp from its 4.9-litre flat-12 engine but just 600kg overcome, it must surely be one of the most extreme road cars ever created.

Yes, it's the real thing! A fully road legal 917, with correct flat-12 engine, authenticated by Porsche and registered by Monaco based Porsche collector, Claudio Roddaro

STRATSTONE PORSCHE LEADS 70 YEARS OF SPORTS CARS CELEBRATIONS

Sports Car Together Day is a global event

Porsche's 70 Years of Sports Cars celebrations are in full flow across the globe. Among the UK's contributions to the broader 'Sports Car Together Day' held on June 9th was Stratstone Porsche's event at Cholmondeley Castle in Cheshire.

More than 5000 people gathered at Cholmondeley Castle to see an impressive display of 350 Porsches. Five of Stratstone's Porsche Centres from across the country joined the celebrations, forming a parade of 350 cars, which were displayed for visitors to celebrate the iconic marque.

Motoring enthusiasts and families alike enjoyed the celebrations, which also included a summer German market, offering artisan food and drinks, as well as a family entertainment area. The afternoon saw a Porsche 70 Concours d'Elegance, featuring a curated collection of rare and individual Porsche models, which paraded around the race circuit within the castle grounds before being judged by a panel of Porsche experts and special guests.

Simon Kemp, Porsche National Franchise Director at Stratstone, said: "We are thrilled with the incredible turnout for the Sportscar Together event this weekend. Thousands of people came along, as well as more than 500 Porsches, to celebrate 70 years of this iconic brand. We were pleased to be able to be such a big part of the anniversary celebrations."

Elsewhere, Porsche celebrated its 70th anniversary with numerous

activities around the world, with further events to come throughout 2018. The day was marked with events at Porsche Centres across the globe on the 9th June. On the 10th, Porsche hosted a grand celebration at the Cannstatter Wasen festival grounds. On the weekend of June 16th and 17th, Porsche welcomed its staff, Zuffenhausen residents and fans of the brand for a public celebration in and around the plant based around Porscheplatz in Zuffenhausen.

The festival included interactive activities for visitors both young and old, short plant tours, bands, food trucks, live coverage of the 24 Hours of Le Mans and the broadcast of the World Cup game between Germany and Mexico. Admission to the museum and all events were free of charge over the weekend. Nearer to home, the Festival of Speed, held from July 12-15 at the Goodwood race track in the UK, and also the Rennsport Reunion in California from 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.

Meanwhile, the 70 years of the Porsche sports car special exhibition is being held until January 6, 2019 at the Porsche Museum, which is open Tuesday to Sunday, from 9am to 6pm. For the record, Stratstone Porsche operates from five state-of-the-art locations across the UK; Sutton Coldfield, Wolverhampton, Nottingham, Wilmslow and Bolton and you can find out more from stratstone.com.

PORSCHE HITS OUT AT 'IMMORAL' INVESTORS...

...then thinks better of it

Porsche recently published an article on its official newsroom criticising what it described as 'investment' buyers and accusing them of being both immoral and spoiling the market for classic buyers. However, within days of publishing the article, Porsche edited it to remove the controversial comments.

"Rare and exclusive Porsche vehicles are of course expensive items which increase in price as they age. This is absolutely natural. Yet the speculation in which many dealers are currently indulging is heading towards the downright immoral. As well as spoiling the market, they are causing an explosion in prices even for 'normal' Porsche vehicles. Any buyer who wishes to opt out of this hype needs to look for alternatives," the piece explained.

Those comments, along with a somewhat tangential critique of the European Central Bank's interest policy quickly disappeared from the story, which then became a much less controversial narrative concerning the availability of affordable 986 Boxsters.

It's worth noting that Porsche itself has invested significantly in the classic market. The company has a major classic car restoration unit of its own and has also recently embarked upon a programme of certifying Porsche Centres as Porsche Classic Partners in an effort to grab a slice of the lucrative market for maintaining and restoring older Porsches. As values have risen, so the cost of restoring cars like early air-cooled 911s has escalated dramatically in recent years.

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The tempting trinkets that enhance Porsche ownership

CUSTOM CARPETS

For most cars, floor mats are mundane and functional items. In an air-cooled 911? A matter of significant sartorial concern. Enter our chums at CarBone in Poland, purveyors of all manner of tasty Porsche tackle. Their latest development involves custom-fitted floor mat sets in a range of fabrics and colours. Car Bone reckons it can source rare fabrics to suit almost any interior. All the sets have protective rubber on the underside. Car Bone can also customise the piping for that final stylistic flourish. As it happens, Car Bone does carpet sets for water-cooled from the earliest 996 model through to the latest 991, too. In other words, they can supply to fit any 911. Prices start at \$275 or just over £200 in old money. Grab yours from car-bone.pl.



AEROSPACE HOMAGE

Paying homage to the earliest era of custom multi-piece wheels, Sköl's new SK1 modular wheel is milled from high quality, TUV-rated, forged 6061-T6 Aerospace grade aluminum. The forged three-piece design evokes memories of retro designed wheels with a modern feel but are engineered and designed to today's much higher production standards. The result is a wheel set designed to increase dynamic cornering response and acceleration while decreasing overall stopping distances. Each three-piece wheel is individually designed and engineered specifically for each client application. Wheel sizes from 17-inch to 21-inch are available, with rim widths of six to 16 inches. Prices start at \$5200 or around £3900. Find out more at skolwheels.com.



TURBO TECHNICS

Long-time makers of performance parts for Porsche, Forge Motorsport, has a tasty new item for owners of Porsche's flat-four twins, the 718 Boxster and Cayman. The big news for anyone building a high output build based on the turbocharged flat-four in the 718 is the inclusion of a 90 degree vacuum port with Forge's latest recirculation valve. Forge says it rotates through three different positions, giving far greater freedom when situating the product within the engine bay. Known as Forge FMDV008PA, the part also boasts an increased flow rate when compared to the OEM Bosch valve it's likely to replace, not to mention a reduced response time. Priced at £150.07 including VAT, you can find out more from foragemotorsport.co.uk.



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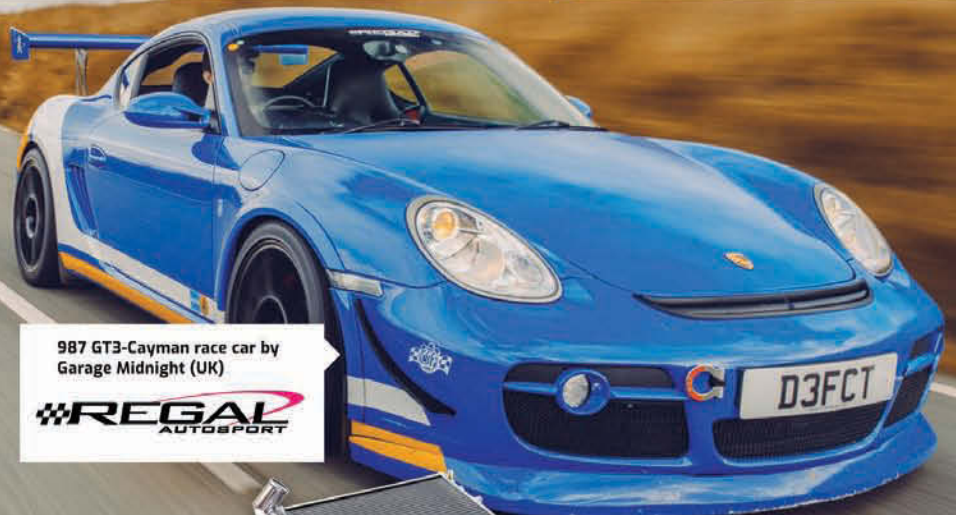
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	Center	7053	7053	7068
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FIRM FAVOURITE

Did you know that some 996 and 997 models were produced with 19.5mm rather than 22mm rear upper link arms? No? Neither did we. But Powerflex does and that's why it is now producing bush kits to suit both configurations. Kits are available covering both the inner and outer bush on the rear upper link. The bushes are rendered in Powerflex's signature heavy duty polyurethane. It's both more durable than the standard rubber bush and adds precision feel and control. Powerflex supplies the kit in its standard polyurethane and also a harder Black Series polyurethane. The standard material is recommended for fast road applications while the Black Series is suitable for track days and competition. The bushes for both arms types are available from powerflex.co.uk for £28.14 a pop.

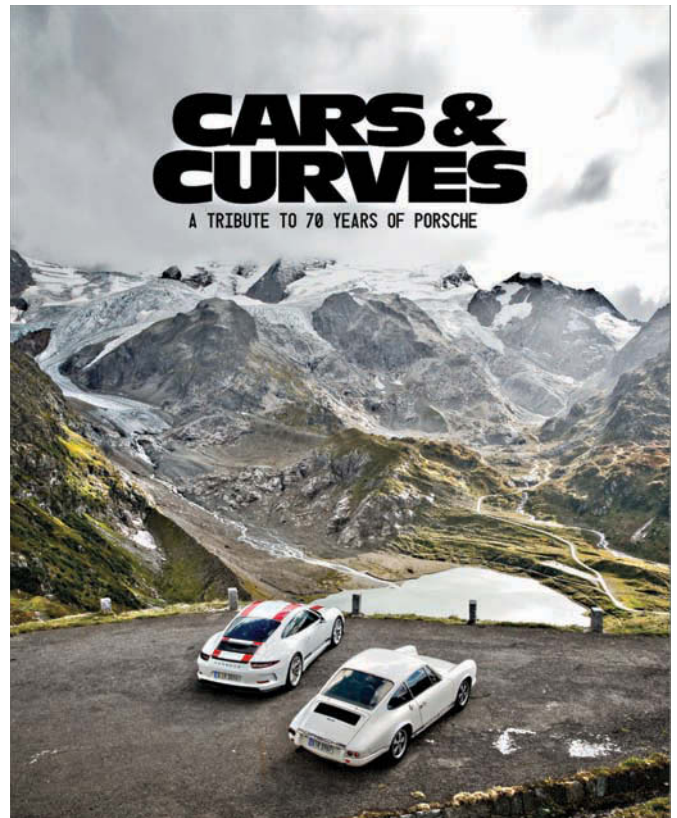
ON A ROLL

The second of our Powerflex job lot this month involves roll bar bushes for four-pot transaxle cars, specifically the 944 and 968 models. Roll bar bushes are often overlooked, but Powerflex reckons they are critical to a sweet handling car. Problem is, ARB bushes are typically located underneath the car and on the front line in terms of exposure to hostile contaminants and varying elements. The upshot of which can be premature aging, tearing and softening and in turn sloppy handling and annoying knocks and rattles. As with most of Powerflex's range, the bushes are available in both standard polyurethane and also the harder, track-orientated Black Series polyurethane. The bushes are available for both front and rear bars, while pricing starts at just £19.14 from powerflex.co.uk.



CARS AND CURVES

Porsches and alpine passes. What a combination. Stefan Bogner's new book celebrates both courtesy of breathtaking photos of the most beautiful alpine passes populated by some of our favourite Porsches. From the 1960s Porsche 906 to the modern Carrera GT and beyond, it's a pictorial tribute to 70 years of Porsche. Each shot was elaborately staged, some even using a helicopter, and images were captured as far afield as the USA, Switzerland, France, Iceland, Germany, Scotland, Denmark, Italy and Austria. That's not all. The stellar photography is complemented by captivating captions and comments by Ben Winter. The theme of the text revolves around hunting curves and driving for the sheer thrill of it. *Cars & Curves: A Tribute to 70 Years of Porsche* (ISBN 10: 3667112939) is available now for £35.



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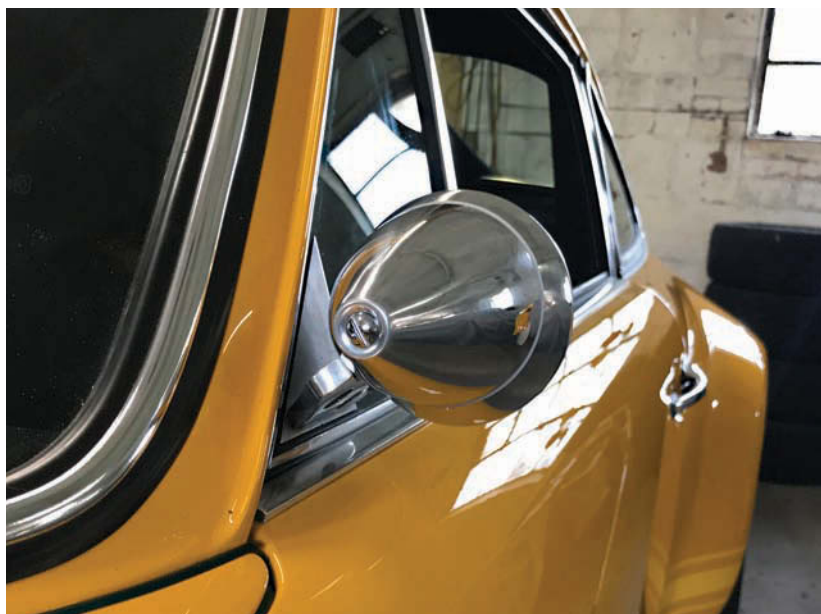
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MIRROR IMAGE

Whether you're refreshing an older air-cooled 911 or backdating an impact bumper model, these bullet style mirrors from our chums at Stuttgart Classica could be just the ticket. This latest design is fitted to the front quarter light glass and retained by the window seals. Unlike many alternative options, therefore, Stuttgart Classica's mirrors maintain the factory OE glass with absolutely no modification. Stuttgart Classica says many aftermarket mirrors of this type require scratch-prone polycarbonate plastic quarter lights to be fitted. The mirror is adjusted externally by moving the glass by hand. Sold as a pair for £749, single mirrors are also available on request as are other customisation. Shipping is free to the UK and £60 worldwide. Head for stuttgart-classica.co.uk to find out more.



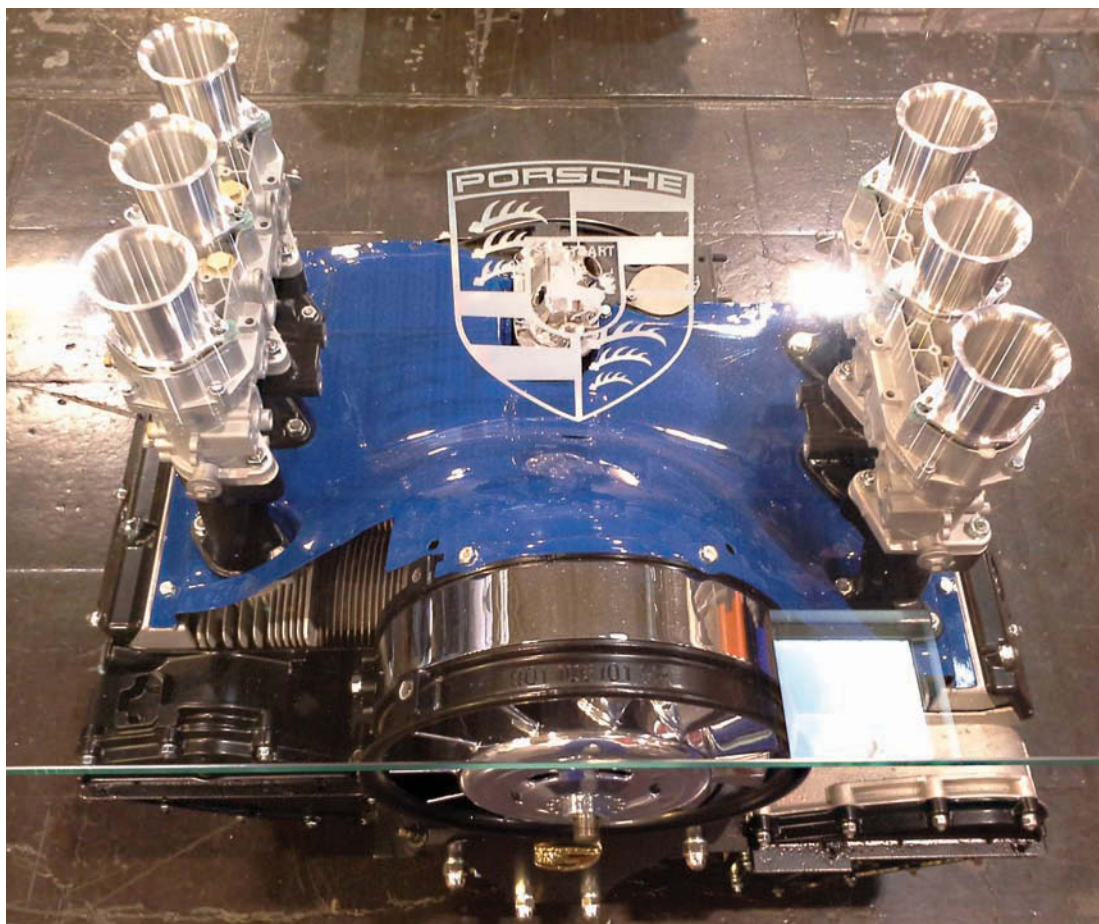
GET STARTED

When it comes to weight reduction, the list of usual suspects includes wheels, seats, door cards, windows, body panels, bumpers, batteries and the rest. But what about the starter motor? Would you believe the standard Bosch starter motor in most air-cooled 911s weighs in at a hefty 11kg? Stuttgart Classica's lightweight alternative tips the scales at just 3.8kg, making for a worthwhile saving. Compatible with all 911s up to 1989, this motor is stronger and more powerful than the OE starter with a 2kW output, plus a gear reduction design for maximum torque when starting high compression engines. The steel reduction gears also make the starter more reliable than many other starters on the market. Priced at £225, shipping is free to the UK and £60 for worldwide orders from stuttgart-classica.co.uk.



TOP TABLE

Pretty much everyone knows the prices of air-cooled 911s have launched into orbit over the last five years or so. The slightly less obvious corollary is that all things related to air-cooled cars have also become much more expensive. Like engines. Which is why you probably won't see many more tables like this being created in future. The last in a series, it's made with all original parts including special racing manifolds, atop which sits safety glass with an engraved Porsche logo. All the parts are powder coated or polished and are said to be usable engine parts, though inside there's no crankshaft, pistons or cams. The whole shebang rides on coasters to allow for easy movement and it's yours for €6990 or just over £6000. For more information contact Dieter Eissner at eissner@utanet.at or on +43 662 456081.



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MODIFIED INSURANCE

I am writing in response to Stephen Smith's letter in the July issue re-insurance for modified Porsches.

As the owner of the Boxster race car in the May edition's modified Porsche feature, and also another heavily tweaked (997 CSR), but road legal Porsche, I can highly recommend the modified desk at A-Plan Insurance's Thatcham office, reachable on: 01635 874646.

I found them very understanding of the modifications I had made, with no tutting or sighing and crucially a very reasonable quote, which I was delighted to accept.

Worth a call, and do ask for the 'modified desk' by name to get likeminded folk.

Phil Churchill, via email

Steve Bennett replies: Look out for a feature on Phil's 997 CSR in a forthcoming issue.



TOGETHER IN ELECTRIC DREAMS?

Keith Seume's musings on the availability of petrol in the future for our classic cars, plus turning classic cars into electric runabouts (*Usual Suspects*, July 2018), struck me as being rather alarmist and rather missing an opportunity.

I'm kind of looking forward to the electric future and I'm convinced that such is the goodwill shown to classic cars, and the huge industry behind them economically, no one will begrudge the ongoing availability of fuel to power them, for what will essentially be hobbyist mileage. After all, these vehicles are our heritage and have barely any impact on pollution. Common sense will, I'm sure, prevail.

As for sticking an electric motor in a classic car? Well, why not? In fact I'm thinking about it myself. I have a 911SC (it cost me £7500 15-years ago), which is very tired and needs a full restoration, plus engine and gearbox

rebuild. It's the perfect storm of cost v its finished value. Cost has been estimated at close to £100,000, which is frankly crazy. I mean, it's only an SC for gawd's sake! And value when finished? Nothing like that.

So, you know what, I'm thinking I won't be too precious about what is just a cheap SC. I've studied the electric SC Targa built by Richard Morgan at Electric Classic Cars, and that's the path I will take. Electric motor, plus some pragmatic body restoration work and I should be going green for less than half the price of a standard restoration. Like I say, it's only an SC.

Jake Baston, via email

Steve Bennett replies: Like your thinking, Jake. And as you say: It's only an SC. There's hardly any shortage of them.

GEN 2 BORE SCORING

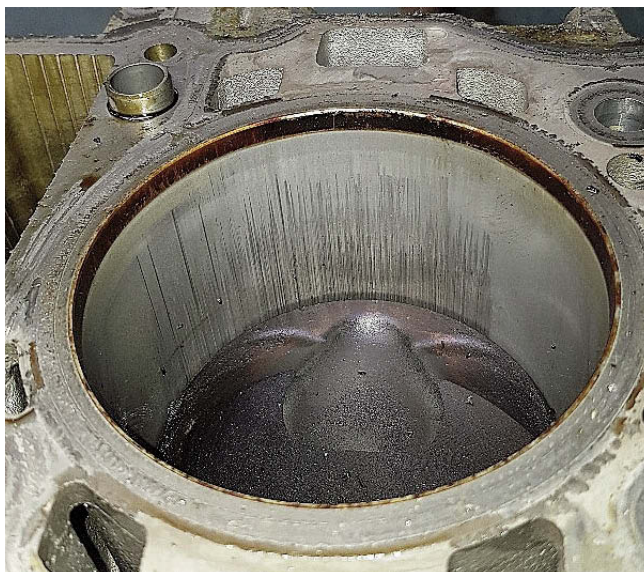
Well done *911&PW* for consistently getting down and dirty with the hard facts and truths behind modern Porsche ownership and engineering. I refer to Chris Horton's ongoing investigation into bore scoring with 997 gen 2 engines, and notably the case study of a 2010 997 Turbo DFI engine, it certainly makes for interesting reading even if there isn't a definitive answer or pattern and, as Chris says, everyone loves a 'whodunnit.'

Placing the blame with the injectors does sound plausible, particularly in view of the harsh working environment of a DFI engine. I have a vested interest because I have a DFI 991 of 2012 vintage, which has so far been faultless, but even so I will be getting the injectors' resistance checked out, after the graphic image of the six injectors from the affected engine. After all it can't do any harm and it may offer a useful early warning. Obviously physically checking the injectors on a DFI engine is pretty much impossible, without entirely removing the engine. Oh, for good old Bosch injectors on an external fuel rail, that can be removed by a simple twist and a tug!

Like many, my Porsche is a second car, so doesn't always get the long journey that it deserves. One thing I always do, though, is deactivate the stop/start. I don't care what anyone says, but this sop to emissions can't do an engine any good. Constantly squirting a start-up quantity of fuel into the bore must promote some sort of bore wash. Modern solutions and unintended consequences spring to mind.

James Prior, via email

Steve Bennett replies: We pride ourselves here at *911&PW* in getting to the bottom of all manner of technical issues. Rest assured we will continue to monitor the bore scoring issue and maybe one day arrive at a definitive answer.





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THE USUAL SUSPECTS



JEREMY LAIRD
911&PW's news hound
and Porscheophile

Stay with the Porsche you know? Or take your chances with the devilry that is buying an older model? As Jeremy Laird weighs up whether to keep his Cayman or chop it in for a 986 Boxster, he also ponders whether the simple desire for change is what underlies most car purchases

STICK OR TWIST?

After nearly four years and some 65,000 miles, I've had a good crack with the Croc. In many ways, it's been the best car I've owned. I've driven it far further and far harder than any other car. It's also been the worst. The Croc has suffered from more mechanical faults than any previous steed, including total engine failure. Either way, my internet browser history of late tells a particular tale. It's littered with ads for 986 Boxsters. I'm obsessed.

Question is, would I actually prefer a 986 Boxster? Or is it really just something different – anything different – that I'm after? This is surely a question that's crossed the mind of many a Porscheholic. After all, there's a fair amount of risk that comes with buying any secondhand car. But that's especially true of Porsches. No amount of due diligence can guarantee avoidance of a lemon. Wouldn't it be rum to jump out of a fully functional, known quantity of a 987 Cayman and into a basket case Boxster, basically out of boredom?

Indeed, many would question the sanity of such a move, regardless of the risk factor. Surely a 987 Croc is unambiguously superior to a 986 Box? I'm not so sure. For me 986 engines sound a lot sweeter. The whole car is a little more honest and authentic, its styling simpler and cleaner. Hell, I even prefer the more compact cabin ambience of the 986. I know, I know. Bonkers.

Of course, I'm not so bonkers that I don't notice the bendiness of the 986 Boxster's chassis. They're seriously shedy by modern standards, in that regard. Or how short it is on outright puff (even in 3.2-litre configuration) or handling precision. But then, nobody seems to mind paying six figures for old 911s with even less performance and steering firmness to rival an over-ripe avocado. Which isn't to criticise old 911s. They're lovely. But like the 986, you don't buy them for technical superiority. You desire them for the way they make you feel when you look at them or drive them.

More to the point, the 986 remains criminally undervalued, which means I could very likely swap out of my high mile 987 into a pristine low mile 986 at essentially no cost. I might even end up

with a bit of petrol money left over. But what I really want to do is avoid regretting the transaction. Flogging the Croc and then discovering I'd made a mistake could be costly, especially since I'd probably decline to return to a 3.4-litre gen 1 987 due to engine reliability concerns. And I don't fancy paying an extra £10k on top for the gen 2 model.

On the other hand, I'd also like to avoid waking up one day, deciding it is a 986 Boxster I want after all and finding they've quintupled in value in the intervening period. Not likely you say? Perhaps, but then did you or anyone else really foresee that people would be paying £50,000 for rusty old 964s or £100,000 to have a 911T fully restored?

One fairly obvious solution would be to buy a 986 and keep the Croc alongside for a while. 986s are cheap enough that this is fairly feasible in terms of purchase price. The problem is doubling up on insurance, road tax and other maintenance costs, not to mention the fact that I only have a single garage slot. Running two Porsches would be an expensive endeavour. I'm not up for that. Or leaving one outside, for that matter.

What's really vexing is that I previously owned a 986 Boxster and have driven plenty of examples. So, I'm very familiar with both options. But I still don't know what to do. Is it simply change I'm after? Or do I really prefer 986 Boxsters? At which point you're probably thinking, get over yourself and your first world problem involving Porsches. Entirely fair, but unfortunately no help at all on a Sunday evening when a particularly clean and unmolested 986 pops up on AutoTrader.

Having said all that, it's probably only finding the right example and my general fear of the unknown with any secondhand car that's preventing me from making the swap. If there was a perfect 986 3.2S in the right spec sitting outside right now, I'd let the Croc go. I'm certain of that. So it will probably happen if I can find the right car. I'm just not sure if I'll live to regret it.



A 987 Cayman for a 986 Boxster? It might seem like a backwards step, but 911&PW's news hound, Jeremy Laird, is obsessing about the 986's plus points, but ultimately is it just change for change's sake? Expect to see a Boxster 986 in the 'Projects' pages very soon...

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



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PLEASE, NO MORE WEISSACH PACKAGES

The next Cayman GT4 draws ever closer. That means speculation approaching fever pitch on forums across the land. Will the GT4 be naturally aspirated or turbo-charged? Will it get a detuned version of the latest GT3's engine?

As it happens, the smart money says the new GT4 will be fitted with a 4.0-litre naturally aspirated flat six that's essentially a stroked version of the previous GT4's engine and cranks out around 420hp. But even if you accept that as the most likely configuration, there's plenty more upon which to speculate. Such as the matter of a Weissach Package.

It would be the first time Porsche has offered a Weissach Package for a Cayman of any kind. Previously, it's been reserved for much more exclusive cars. It debuted with the 918 Spyder, of course, and typically includes features such as super-light magnesium wheels, titanium bolts, perhaps a carbon-fibre anti-roll bar or two.

Needless to say the Weissach Package doesn't come cheap. It was circa £50,000 for the 918 Spyder and north of £20,000 for the latest 911 GT2 RS. Less clear is how much difference it makes to the driving

experience. As one online wag put it, the Weissach Package is ultimately, 'an extra level of differentiation to show you are even more exclusive and considerably richer than thou.'

If the Weissach Package offered something really interesting that had a clear impact on driving character, for instance shorter gear ratios for the Cayman GT4, that would be different. But fancy wheels and some lightweight trinkets that add up to inconsequential levels of weight loss, all at an exorbitant cost? No thanks.

Whatever the truth about the merits of the Weissach Package, it's likely to be seen

on more and more models in future. During the launch circus for the latest 911 GT3 RS, Porsche's guru for all things fast and focused, one Andreas Preuninger, hinted that Weissach Packages were being considered for 'other models'.

Critically, he also said take up of the Package on the GT2 RS was remarkably high – over 90 per cent. Given the fairly epic cost of the package and the likelihood of equally large profits, the temptation to cash in on demand for the Weissach Package will probably prove irresistible. Macan GTS Weissach Package? Not next month. But one day? Don't bet against it.



Does Porsche's Weissach Package – as applied to its already limited and exclusive models – offer anything above lightweight trinketry and will we see it on more models?

THE BIG DIFFERENCE WITH SMALL WHEELS

This is not exactly a newsflash. I've mentioned it before, myself. But, goodness, don't small wheels make such a positive impact on the driving experience? Due to worn tyres on my 17s, I recently switched my 987 Cayman S back to 18-inch wheels. The 18s had been sitting in storage clothed with nearly-new tyres for over three years. May as well get some value out of the tyres, I thought, before sheer age means they have to be ditched. After all, they can't be as bad as I remembered, right?

Except they were. The ride is more brittle. You can feel the dampers struggling

to cope as the combined mass of the wheels and tyres thumps up and down. Meanwhile, what you can't feel is nearly as much feedback from the road. It's much harder to get that sense of being anywhere near the limit of grip on public roads, too. The 18s have much wider tyres and the grip levels are far too high.

Happily, a friend was selling off a set of rather nice 17-inch wheels at a price I pretended to myself I could refuse. After a few weeks, the Croc was back on 17s and the chassis sweetness was back. Every time I make the switch, it really drives home

the advantages of small wheels.

It also makes me wonder what some relatively recent Porsche would be like with much smaller wheels. How about a 997 GT3 on 18s with, I dunno, 255 section instead of 305 section rear tyres? If that sounds crazy, back in the day the Italians sold 400hp supercars on 215-section rears. And that's 215-section tyres based on really basic technology compared to today's tread compounds. Sure, for track days, lots of grip is fun. But the thought of a more interactive GT3 for road driving sure seems exciting to me.



Big wheels keep on turning, or, indeed, turning some folk off, like our man Laird. If he ruled the automotive world, then anything over 18in would be a crime against chassis dynamics

			
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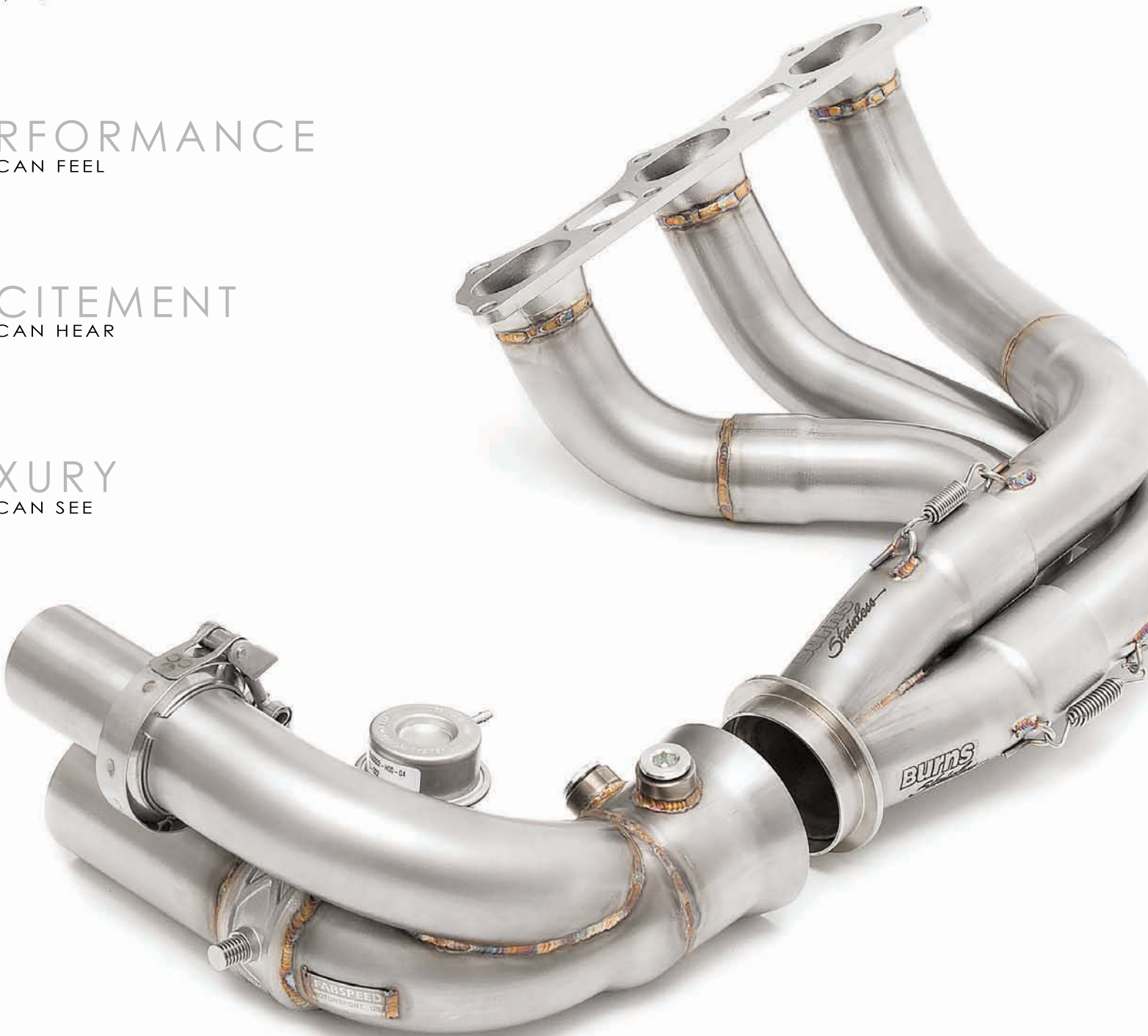


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THE EXPLOSIVES MAN!

The day job sees Tim Pryzibilla providing technical support for the commercial explosives world; weekends he is explosive behind the wheel of his Porsche 911 Carrera RS in hard-fought rallies with his team of Dainis Silins, co-driver/navigator, and wife Hayley cheering him on from the side-lines.

Words Richard Holdsworth. Pictures Tim Pryzibilla, Bob Taylor

Tim Pryzibilla, a fifth-generation Aussie – his great-grandfather came to Australia from Poland in the late 1850s – is not a super-rich kid who simply writes a cheque for the very best Porsche from the top of the stack in the dealer's showroom. His 911 Carrera RS has been a gradual evolution in the ten years since he found it following a two-year search throughout the length and breadth of Australia. He was looking for a car that would give him more than just a chance in the highly competitive Aussie world of motor racing. Tim found what he wanted across the state border in Melbourne, some 800km from Adelaide (distances don't count for much Down Under when searching for what you want!).

It was a 1984 Carrera 3.2 litre and the perfect base for the Pryzibillas' aim of creating the replica 1974 911 Carrera RS, a

car that they hoped would enable him to be competitive in an active – some would say hectic – calendar of sprints, track races, motorkhanas and rallies. The car cost \$41,500 – less than £20,000 in Pounds, shillings and pence. It was 23 years old and had covered approximately 255,000 kilometres.

Tim had followed motor sport in Australia from a lad and had been drawn to rallying as it seemed to bring a camaraderie that he admired on and off the track. "Sprints and races are over almost before they start. In a rally the drivers and their navigators get together for a social exchange and share the ups and downs of the day's work behind the wheel. Yes, rallying was for me..." Tim tells us that you don't have to be fastest on any particular day but being quick and consistent throughout the whole rally. "That's the thing that really counts."

There were hiccups along the way. Tim

tells us, "It wasn't until we got the car home and looked deeper into its history that we found that at one stage it had been stolen from the owner's drive. Presumably the errant thief didn't observe too many speed limits in the process – maybe it was always destined to be a speeding car!" Fortunately, that short period in the car's life didn't seem to do any harm and the evolution into race-ready car was put into place as funds became available, starting with the bodywork. "The car had to look good and that meant a glassfibre RS body kit from the known expert, Mike Tankard in Melbourne. We just had to bite the bullet and get a set." Tim made the 1600km round trip once more to the capital city of the state of Victoria not trusting carriers with the fragile and expensive parts. "It was after a hard week's work, then the long drive, traffic in Melbourne that particular weekend wasn't good and the drive back with little sleep."

Tim Pryzibilla, with his eye-catching Jagermeister RSR rep



But Tim had what he wanted; front and rear guards, bonnet, rear tail/deck lid and an insert to replace the sun roof, the sun roof having to be removed to allow the fitting – at later date – of the fully integrated welded roll cage from Walker Chassis of Houghton in the Adelaide Hills. And the package had an added bonus. Once fitted, there was a saving of some 125kg. Now the 911 clocked the scales at just 1000kg.

Time to turn their attention to the zinc metallic paint colour scheme. “I have nothing against that colour,” Tim tells us with a smile. “But I have always had in my mind’s eye the iconic Jägermeister livery. Once seen, never forgotten. And we wanted the real thing, not a cheap copy ripped off the internet.”

They approached the Jägermeister agents in Australia and they played ball so that the Jägermeister name now appears on one of the most photographed race cars in Australia. “We were given permission to replicate the original to a ‘T’, a two-piece white font overlaid with black that looks the part when allied to the glorious Jägermeister orange. It couldn’t look better! And what a great advert for Jägermeister!”

The glassfibre panels would be fitted by one of the most experienced Porsche workshops in Australia, RSR Sportscars in the Adelaide suburb of Edwardstown. Back onto the transporter and this time taken to Renmark, a pretty town on the River

Right: RSR bodykit was fitted by RSR Sportscars in Adelaide. Middle: Brett Sunstrom at River Graphics, rightly proud of his handiwork



“ I have always had in my mind’s eye the iconic Jägermeister livery. Once seen, never forgotten ”

Murray, in the north of the state and the workshop of River Graphics for the two-piece Jägermeister decals to be applied, River Graphics being owned by another Porsche enthusiast and racer, Brett Sunstrom.

“We got the car back home and it looked perfect, Brett had done a fantastic job... now time to turn to what was under the bonnet!” Tim had a shopping list of changes that he wanted – once again when funds became available. The Pryzibillas were moving home from ‘up-country’ Barossa Valley to the suburbs of Adelaide and there were now two children to come into the picture. Tim had been following Porsches in competition for some time to see what was what. He had joined the South Australian Porsche Club, that enjoys a social scene as well as organising many forms of competition for Porsche owners, in a state that has fostered motor racing from the day the sport came to the country. Wasn’t it Adelaide that brought Formula One to Australia in the 1980s and now stages an

Tim's race/rally replica is a true multi purpose competition machine, jumping between circuit work and rallying, although the rallying side does now take precedent



abundance of track and rally events?

To be competitive, the 911 needed a new engine, or the existing engine brought up to spec in terms of capacity and power output, and a piece of good luck came Tim's way when a 'new' second-hand engine was sourced through Buick Motorworks, another specialist Porsche workshop in Adelaide. The engine had been used by fellow Adelaide Porsche racer, Roger Paterson. Tim bought the engine for \$15.5k as against having the car's existing 3.2-litre engine upgraded at a cost of \$40k–\$50k – the equivalent of £20,000–£25,000 (the exchange rate at the time, prior to Brexit).

out of corners..."

Only one problem! The Pryzibillas entered the 911 in a sprint meeting at the Mallala circuit north of Adelaide. The engine had given 12 months' motoring delight without the slightest hint of trouble but at Mallala it suffered a major failure that meant a complete rebuild; next day it was off to Buick Motorworks again.

The engine rebuild cost a further \$12,000 and this, with work on the gearbox, put the car off the road for months. "Frustrating times," Tim tells us. But the Pryzibillas weren't idle, using the time to prepare for the next step in making the car rally

coming out of tight hairpin bends that we all encounter in rallies, but on this particular occasion it was an absolute boon. It was the time we tackled the 2016 Lake Mountain Sprint Tarmac rally in the hills above Marysville in Victoria and were greeted with ice, snow, rain and fog, and when the ice melted and froze again it turned to black ice. We could have been in an Alpine rally, not Australia!"

Five cars came to grief on the very first stage on the first day alone. "It kept me and Dainis 'entertained' and we couldn't have been happier to come home third in the Classic section, first being taken by a former Australian Rally Champion."

Despite this nerve-jangling experience, Tim and his navigator and co-driver, Dainis Silins, an experienced Porsche mechanic at RSR Sportscars, enjoy their rallies although Tim and the 911 Carrera RS has also competed in sprints, track races (including the Mallala circuit north of Adelaide where the engine had "let go") and hillclimbs, including the popular Collingrove Hillclimb, but also the Mt Alma Hillclimb and a similar event at Mount Gambier – known as the Legend of the Lakes – in the deep south of South Australia.

"But the idea was always to concentrate on rallies and in 2015 we entered in the Classic section of the Thoroughbred Trophy that forms part of the Adelaide Motorsport Festival and we won – an enormous boost and reward for all the hard work and money spent on the car over the years."

Bolstered by this success in a big rally, they returned for the 2016 Adelaide Motorsport Festival and entered the

“ The Pryzibillas weren't idle, using the time to prepare for the next step ”

And Tim was able to sell his existing engine for \$8k – the decision was a no-brainer!

And the 'new' engine brought with it 12 spark plugs controlled by twin distributors, PMO 46mm carburettors, MSD ignition, twin oil-coolers and generates 365bhp. Buick coupled the engine to the car's Porsche 915 gearbox and a short shift Wevo conversion installed with third and fifth gear ratios adjusted to optimise power. Tim tells us that this was done knowing full-well that the car would run out of puff at around 210km (just over 130mph). "But it is great through second, third and fourth gears, just what a rally driver needs when powering

competitive and the opportunity was taken to make other mods while the car was at Buick; the standard torsion bar suspension had already been replaced with full coil-overs as per Porsche RS race cars. Buick now upgraded the front brakes with Boxster calipers, although the Carrera discs with racing pads were retained. And brake bias adjustment now gives the opportunity to move braking effect from front to rear, or vice-versa, depending on weather conditions. And a Porsche 993 40% LSD differential was also installed.

"The diff lock paid for itself in one event alone," Tim tells us. "Of course it gives grip



Big engine equals big bucks. The result, though, is a powerful 365bhp. Right: Tim (right) and co-driver, Dainis Silins

Thoroughbred Trophy once again; in 2015 they had won by the comfortable margin of four-and-a-half minutes but this time they didn't have it all their own way and were pushed throughout by a 1988 BMW M3 and the team from Perth in Western Australia. It wasn't until later in the rally when Tim and Dainis took control and won the final five stages to give them victory by the narrow margin of 28 seconds.

There's another smile on Tim's face. "This was a particularly satisfying win as we came from behind to clinch victory and didn't even know we had triumphed until the podium was called..." Tim admits in was tense in the car. "At the end of one stage, Dainis grabbed my phone as I was becoming obsessed with other cars' times using the RallySafe app rather than concentrating on what we were doing. Dainis was right of course, you need a co-driver who calls the tune when the chips are

down. We are still great mates both in and out of the car."

Tim Pryzibilla is the explosives man during the working week – he is part of a two-man team in Adelaide working for Orica, a worldwide business with around 12,000 employees spread across the UK,

And the tale of Tim Pryzibilla's involvement comes over in the serenity of his home and how he can be explosive behind the wheel of the 911 RS, too.

"You should hear the flat six at 6500 revs, and you should feel the rear-end tug the car out of line in a fast down-hill right-hander,

“ We didn't even know we had triumphed until the podium was called ”

Pre race/rally makeover: One very tidy Carrera 3.2. Nice wheels, too!

Europe, South America, North America, Asia as well as Australia. The company sells explosives to the mining industry, provides technical engineering support and basically tells the customers how to make the resulting big bang work best for them.

when you know that acceleration is needed to correct the drift but the car is already doing 130kmh and a single K over the statutory speed limit for the Thoroughbred Trophy gets you penalised and loses you first place." Explosive, indeed... **PW**



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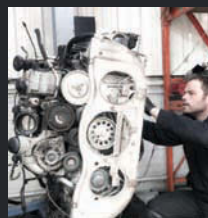
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GT Silver with black leather
51,000 miles**£58,000**



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Cobalt blue with black leather
52,000 miles**£56,000**



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56,000 miles**£34,000**



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Lapis blue with ocean blue leather
57,000 miles**£34,000**



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Silver with ocean blue leather
51,000 miles**£33,000**



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Lapis blue with stone grey leather
68,000 miles**£33,000**



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GT Silver with black leather
62,000 miles**£33,000**



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Silver with black leather
66,000 miles**£33,000**



911 (997) "4S" 3.8 cab (56 - 2007)
Basalt black with red leather
63,000 miles**£33,000**



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Seal grey with ocean blue leather
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Silver with black leather
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Basalt black with black leather
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Silver with black leather
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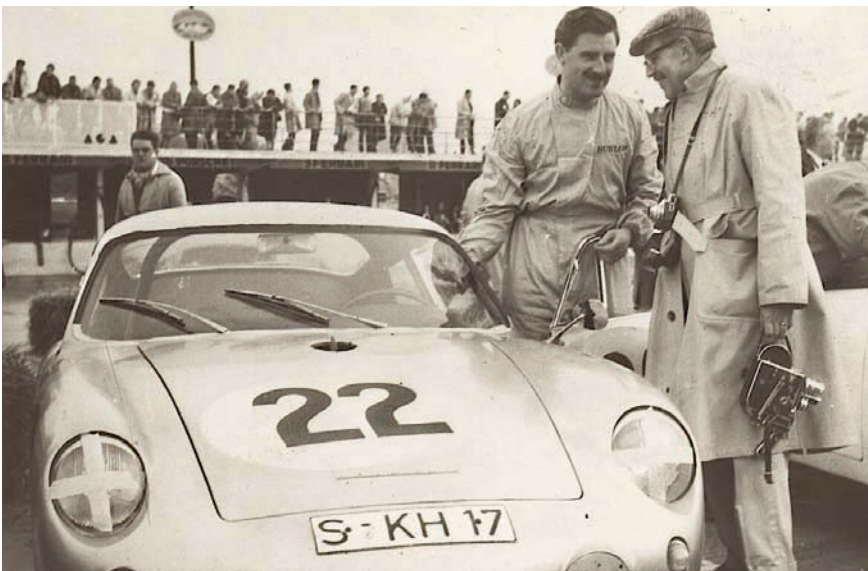


The Sixties is the decade when Porsche truly consolidated its reputation as a young, vibrant and thrusting company, a model of earnest efficiency and laid-back accomplishment, producing road cars to die for, and endurance race cars that could take on the world – and win. It's the decade that began with the 356A morphing into the 356B, along with numerous class wins in long-distance racing, and the advent of the 911 – a model so desirable it's still in production 55 years later.

The 1960s was also an incredible decade in Porsche's racing history, beginning with the 718 RSK and ending with the 917. In the early '60s Porsche's reputation was that of giant killer, its small-capacity engines and diminutive chassis on occasion toppling the way more powerful Brits and Italians in the endurance arena, but almost inevitably one or other of the stalwarts on the driver roster came away with a class win.

As the decade matured through Beatle Mania, Mods, Rockers, Hippies and Flower Power, Porsche resolutely and inexorably conquered the World Sportscar racing scene with an increasingly powerful line-up of prototypes: the 904, 906, 910, 907, 908 and, finally, the *piece de resistance*, the 917.

Words: Johnny Tipler Photos: Porsche Picture Archive



1960

•The 356B is in production as Coupé, Cabriolet (bodies made by Reutter), Speedster (bodies made by D'leteren) and Carrera models.

•Stirling Moss leads a Porsche 1-2-3 in an F2 race at Aintree, driving Rob Walker's 718, while Jo Bonnier and Graham Hill are 2nd and 3rd in works 718s. The factory offers Rob Walker a 718 Formula 2 car to run for Stirling Moss in 1960. Stirling takes pole position and sets the lap record at Syracuse, but retires with valve trouble when leading after 26 laps. At the Brussels Grand Prix, Stirling finishes 2nd and takes the lap record. Then he wins the Aintree 200 and sets fastest lap, also winning the Austrian F2 race at Zeltweg on 18th September, and in December he takes pole position and comes 1st at Killarney, South Africa, followed by the South African

Grand Prix at East London.

•There are several more successes in Formula 2. One such is the F2 Solitude Grand Prix on 24th July, a 20-lap cut-and-thrust thrash on a mini-Nordschleife, totalling 228kms. Porsche fields five 718-2s for Jo Bonnier, Graham Hill, Hans Herrmann and Dan Gurney, with Rob Walker's car for John Surtees in Stirling Moss's absence. Though von Trips' Ferrari takes the win by just 4.0sec, Porsches fill the next four places, in the order Herrmann, Bonnier, Graham Hill and Gurney, beating Jim Clark's Lotus and Phil Hill's Ferrari, and thus Porsche takes the 1960 F2 Championship title.

•Commissioned by Porsche to produce 20 special-bodied lightweight 356 race cars, Abarth hires designer Franco Scaglione to draw the body and engages Torinese Carrozzeria, Viarenzo & Filliponi, to create

them. The aluminium shelled car's overall height is reduced by 5.2in to 47.2in, the width narrowed by 4.7in to 61in, bringing the frontal area down by 15 per cent to produce a drag coefficient of 0.365, or 0.376 with the engine lid's characteristic cooling vent open. At 1760lb, weight is 100lb less than the Reutter-bodied 356 GT, yet still 50lb above the minimum weight limit. The first car is delivered in February 1960, but Porsche engineers need to lower the seating position quite radically in order to find sufficient headroom for the driver, while the front wheel arches are so tight there is little clearance for the wheels. Once the snags are overcome, production is handed over to Turin-based Carrozzeria Rocco Motto. Porsche is sufficiently pleased with the product that Snr Motto is offered his own workshop premises at Zuffenhausen, though he turns them down

Above left: Graham Hill and Huschke von Hanstein at Montlhery in 1960. Left: Porsche's 1960 production 356B, available as a Coupé, Cabriolet and Speedster. Above: F2 race at Aintree 1960, where Stirling Moss led a Porsche 1-2-3 victory

Porsche dominated endurance racing in the 1960s. Top right: Stirling Moss at the Nürburgring 1000kms in 1961 and again on the Targa Florio (middle)

on the basis that Turin is a better working environment for his 45 artisans and three metal hammers. While chassis 1013 and 1018 are retained as works race cars, the rest of the 21 Abarth Carrera GTLs are delivered to private customers, including Porsche stalwarts Paul Strähle and Auguste Veuillet. Chassis 1001 runs at Le Mans in 1960 as the works entry and places 6th overall in the hands of Herbert Linge/Heini Walter, covering 2249.21 miles and averaging 93.71mph for 24 hours. Power comes from the 1588cc flat-four Carrera engine, developing 135bhp, with two Solex carbs and allied to the four-speed transmission.

•Jo Bonnier/Hans Herrmann win the Targa Florio in a 718 RS60. Introduced in 1959, the 718 RS60/61 evolves from Porsche's mid-engined two-seater 550 Spyderys from the late '50s, built around a steel tube-frame chassis and clad in curvaceous aluminium bodywork, with torsion-bar front and wishbone rear suspension. Powerplant is the four-cam Carrera 1.6-litre (1588cc) flat-four, with works racers running 1679cc and 1967cc units in 1961 and, in 1963, fitted with 1988cc flat-eights. In total, 22 RS60 Spyderys, 17 RS61 Spyderys and three RS61 Le Mans coupés were built.

1961

•By 1961 Porsche has already won the Targa Florio outright three times, and treats the event extremely seriously. This year they come mob-handed, with three 718 RS61 race cars, plus one for training, and one 356 Abarth-Carrera, two 356 Carreras and a Super 90 S for learning the circuit. Stirling Moss leads the race in his works RS61 until its rear axle gives up, just 8km from the finish. Though von Trips' Ferrari is handed the win, Porsche RS61s are 2nd and 3rd – helmed by Bonnier/Gurney and Herrmann/Barth.

•A month after leading the Targa Florio, Stirling Moss drives his own Camoradi race team's RS61 at the Nürburgring on May 28th in the 1000kms, with Graham Hill as co-driver. Running 1.7-litre engines, all the



works Porsches are shod with Dunlop SP road tyres, which work well in the wet. Several big names are in contention – Clark, Phil Hill, Von Trips, the Rodriguez brothers, Ginther, Gregory, and in the rain, Moss moves up to 2nd overall and commands the under 2.0-litre class. After its demise, team manager Huschke von Hanstein orders Moss and Hill to take over the 356 Carrera coupé of Linge and Greger to wrest the class honours from Lotus, and they finish 8th overall.

•For the 1962 model year the 356B Super 75 front lid is significantly widened at the bottom with a fuel tank cap in the

right hand front wing. Two vertical ventilation grilles are integrated in the enlarged engine lid.

1962

•The slimline flat-8-powered 804 F1 car is tested at Hockenheim in March 1962. Four cars built; Dan Gurney drives one to victory in the F1 French Grand Prix at Rouen. At season's end, Ferry Porsche decides that Grand Prix racing is too expensive and not cost-effective, publicity-wise, compared with successes in endurance racing, and so Porsche quits F1.



Right: 356 Carrera 2 on the Midnight Sun Rally, 1962, driven by Bernd Jansson. Dan Gurney took Porsche's first F1 race win at Rouen in 1962

70 YEARS OF PORSCHE

1948-2018



- The 50,000th Porsche rolls off the assembly line, a 356B.
- The lightweight Type 356B 2000 GS and GS/GT is introduced, also known as the Carrera 2.
- Porsche acquires the Reutter coachworks company, a contributory fiscal factor in the decision to stop doing F1.
- Bob Holbert wins the US National Championship title with wins at Lime Rock, Bridgehampton and Watkins Glen in his RS61. Five decades later the car is bought by Sir Stirling Moss.

1963

- The type 718/8 wins the 2.0-litre class at Le Mans (8th overall) despite losing a rear wheel (Edgar Barth pushes it to the pits). The flat-8 engine stems from the marque's F1 foray the previous year.
- Jo Bonnier/Carlo Mario win the Targa Florio in a 718 GTR.
- The 2.0-litre 356B Carrera GS/GT "Dreikantschaber" runs at the Targa Florio.

By 1963/64, the 356 is a spent force in competition terms, though the Carrera Abarth and its exotic sibling, the 356B 2000 GS Carrera GT "Dreikantschaber" (named after the triangular scraper used by painters and decorators) are still in action: at the Daytona 2000kms the 356B Abarth GTL of Don Streeter/Mike Kurkjan is 13th overall, while at Sebring the 2.0 Porsche 365B Abarth GTL of Chuck Cassel/ Don Sessler comes 12th overall and 2nd in class. On 31st May the Porsche 365B 2000GS of Günther Klass/Sepp Greger finishes 15th and 8th in class at the Nürburgring 1000kms.

•In 1963, Porsche sets out to design a completely new car in order to maintain their stronghold in the under 2.0-litre GT racing class. Its inception is partly in response to the introduction of the Alfa Romeo TZ (Tubolare Zagato) and Abarth's 1600 OT (Omologata Turismo), designed specifically to contest the FIA GT class. For homologation purposes, they need to build at least 100 units of the new car in twelve

months, and as far as Porsche is concerned, the new model will have to be a road-going model because they'll be unlikely to sell 100 full-on race cars. As a street-legal car it still conforms to Group 3 Appendix J rules. The firm's Formula 1 programme is sacrificed to free up internal resources to design and develop the 904, on the assumption that the development costs of the GT racer will be recouped by sales. Porsche's engineers start off with a clean sheet for the 904 because the tubular spaceframe construction previously employed in the Type 718 and RS60/61 would be too expensive and time-consuming for a production car. The 718's mid-engined layout is carried over, so that the Fuhrmann four-cam flat-four is mounted between cockpit and rear axle on a steel ladder-frame chassis, and clad with glassfibre body panels. Ferry 'Butzi' Porsche, grandson of founder Prof Ferdinand Porsche and designer of the 911, is responsible for the design of the plastic body. He includes some styling cues and

Above left: 904s under construction. This was quite a radical departure for Porsche, and sophisticated for the time. Above: Edgar Barth hops aboard a 718 W-RS at Le Mans, 1963

Jo Bonnier/Carlo Mario winning the 1963 Targa Florio in a 718 GTR





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Front wing
64-68

591001 (L)
591002 (R)



Front wing
69-73

591010
591010ALU



Bonnet
64-73

591110
591110ALU



Bonnet
73-89

591065



Engine hood, rear, with hole for
license plate lamp
64-68

591065-1



Engine hood, rear, with hole for
license plate lamp
69-73

590941 (L)
590942 (R)



Door, complete
64-68

591041 (L)
591042 (R)



Door, complete (without
collision reinforcement)
72-77

591165



Engine hood, rear
73-89

591141 (L)
591142 (R)



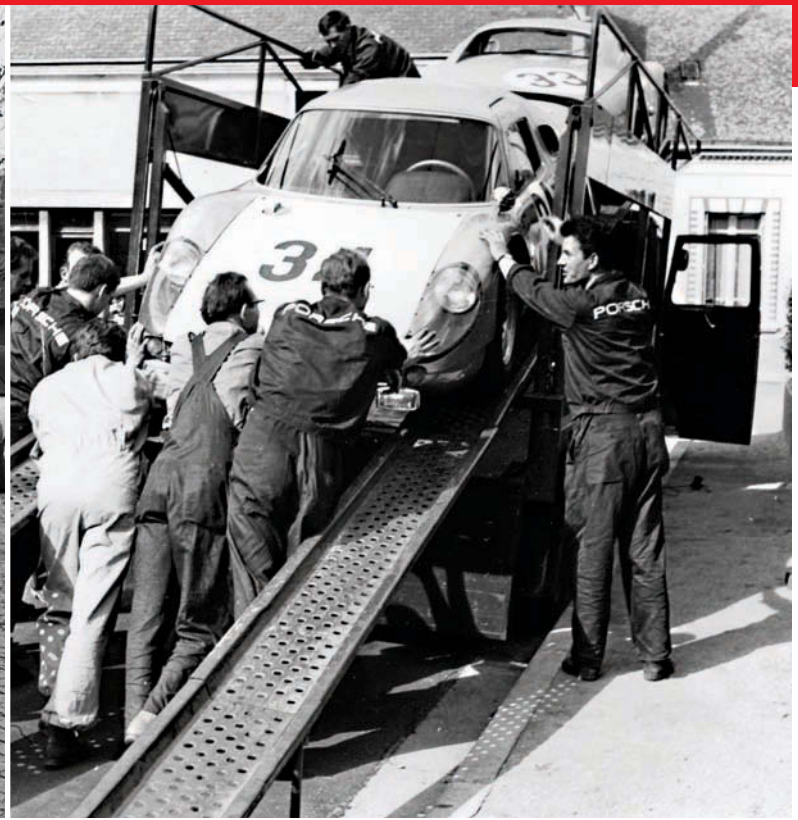
Door, complete (with collision
reinforcement)
77-89



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the windscreen of the 718 in the design, and fabrication of the body panels is outsourced to aircraft manufacturer Heinkel who mould two bodies a day, while Porsche manage a single chassis a day. Heinkel's methodology involves spraying chopped glassfibre into moulds rather than the laying up method employed by makers such as Lotus and TVR at the time. The 904's upper and lower bodysheet panels are bonded onto the ladder chassis, a configuration that proves to be more rigid than the previous spaceframe chassis. The original plan is to install the brand new 2.0-litre flat-six engine, designed for the forthcoming 901/911, but it isn't ready when Porsche needs to present the 904 for homologation, so the 1966 cc Type 587/3 180bhp quad-cam 356 Carrera 2 engine is used instead, allied to the road car's new five-speed gearbox. Suspension consists of coil springs and dampers rather than trailing arm front and swing-axle rear suspension, with unequal-length A-arms at the front. Brakes are 275mm (10.8in) discs at front and 285mm (11.2in) at the rear. Three 904 prototypes are constructed and tested during autumn 1963, and the car is unveiled in late November. Within the factory it is referred to by its '904' type number, but at launch it is marketed as the 'Carrera GTS'. Their confidence is not misplaced: a fortnight after introduction only 20 of the 90 units slated for public consumption are unsold. Production starts soon afterwards in the new 901/11 plant, and by April 1964 the 904 is homologated as a Grand Turismo race car. In September 1963 Porsche presents the 901 at the IAA in Frankfurt, billed as a successor to the Porsche 356.

1964

•For model year 1964, the 356C replaces the 356B. The range of engines is reduced to three as the 60bhp variant is discontinued, while the 75bhp 1600 Super is the entry-level engine. Range-topping engine is the 130bhp 356C 2000 GS Carrera. Visually, flatter hub caps lack the Porsche Crest, because all 356

models are now equipped with disc brakes as standard.

•Porsche 904 GTSs finish 7th, 8th, 11th, 12th and 13th at the Le Mans 24-Hours.

•Colin Davis/Antonio Pucci win the Targa Florio in a 904 GTS. The works 904GTSs make their European debut at the Sicilian enduro on 26th April '64, driven by Colin Davis (an ex-pat Brit racer who lives in Rapallo) and Baron Antonio Pucci from Palermo, for five laps each of the 72km Piccolo Madonie circuit, chassis 904-006 (race number 86) outlasts both its prototype siblings around the sinuous mountain course, not to mention the host of Alfas, works Ferraris, debutant GT40 and sundry AC Cobras. After Davis sets fastest lap at 41m 10.5s, Pucci puts the car in the lead on its 7th lap, and they're followed home by a second works 904 driven by Herbert Linge and Gianni Balzarini. This is regarded as an outstanding success, since the 904 is essentially the company's first customer racing car, and they've proved it's a winner from the outset.

•Launched at the Paris motor show, the Type 901 prefigures the 911's imminent

introduction, with 82 units built prior to change of designation to 911.

1965

•Eugen Böhringer and co-driver Rolf Wütherich (who survived James Dean's fatal crash in the 550 Spyder) place their 904GTS 2nd overall in January '65's Monte Carlo Rally. Despite being a road-going racing car rather than a front-wheel drive rally saloon like the winning Mini-Cooper and the following Saab 96s and Citroën DSs, Böhringer slides the 904GTS through blizzards and thick snow over the Col de Turini, checking in at the finish with no penalties incurred on the mountain stages.

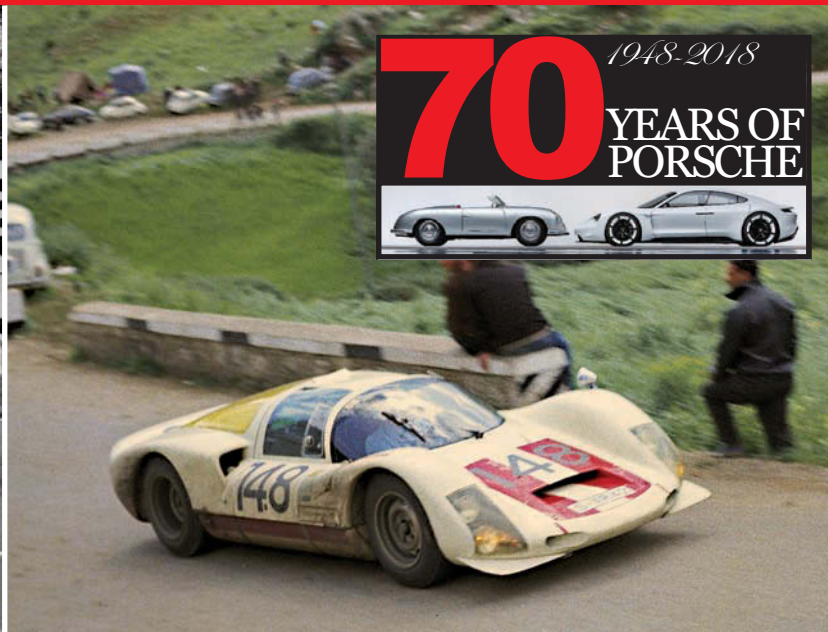
•The flat-four 912 is introduced as a new entry-level model, powered by the 1.6-litre flat-four engine from the 356SC.

•Newly introduced flat-6 engines take 904s to 4th and 5th overall at Le Mans, with Herbert Linge/Peter Nöcker in 4th place. The three engine configurations, flat-4, 6 and 8, all approximately 2.0-litres: 1967.7cc, 1984.5cc, 1990cc respectively.



Top left: Ferry Porsche with secretary Helene, with the new Porsche 901 in 1964, which was previewed at Paris Motor Show. 82 901s were built before change of name to 911. Above: 904s finished 7th, 8th, 11th, 12th and 13th at Le Mans in 1964

The start of something big! The 911 arrived fully formed in 1965 in 2-litre, flat-six form. A four cylinder version, called the 912, was introduced also



Above: New Porsche 906 at Le Mans in 1966 driven by Hans Herrmann and Herbert Linge. Right: 906 winning the 1966 Targa with Willy Mairesse and Herbert Muller

1966

•New rules prompt Porsche to build 65 units of the 906 for homologation in the Sports category. Following on from the ladder-frame 904, the Carrera Six with its mid-mounted flat-six engine is built on a multi-tubular spaceframe chassis, reverting to earlier practice. Like the 904, it is clad in a crudely made glassfibre body, though unlike the 904, the 906's broader, flatter shape stems from wind-tunnel tests. In 1966 Porsche is looking to participate in the new Group 4 category for competition sports cars whilst continuing to produce the prototypes that hone the breed. That means producing a minimum of 50 identical machines, and by April 1966 the Carrera Six 906's homologation papers are stamped. The 906 is Porsche's last street-legal racing car. Taking advantage of its stock of 904 componentry, the 906 is fitted with unequal length wishbones and coil-spring damper units at the front and wishbones, twin forward-facing radius arms and coil-spring damper units at the rear, with braking by ATE-Dunlop disc brakes all round. The 15in, five-stud steel wheels are shod with Dunlop racing tyres, 5.25/10.50-15 on the back and 4.75/10.00-15 on the front. Power is provided by a much-modified, dry-sumped 2.0-litre 911 flat-six, based on a magnesium crankcase rather than aluminium, with new cylinders, pistons, titanium conrods and valve-gear, fed by two banks of three twin-choke downdraught Weber carbs. At Le Mans, long-tail versions of the 906 place 4th, 5th, 6th and 7th overall.

•Porsche debuts the 906 Carrera 6 at the '66 Daytona 24-Hours, Hans Herrmann/Herbert Linge placing 6th overall, and soon afterwards Willy Mairesse/Herbie Muller win the Targa Florio in a 906.

1967

•The 'hot' 911S is introduced. The 2.0-litre S's 1991cc flat-six is fed by two banks of Weber three-barrel carbs, enabling 168bhp at 6600rpm and producing 179Nm torque at 5200rpm. It's good for 143mph, with a 0-to-60mph time of 7.5sec.

•On February 4th 1967 Vic Elford wins the first-ever Rallycross event in concessionaire AFN's 911 demonstrator, televised from Lydden Hill circuit in Kent as

he mauls the works Lotus Cortinas.

•The 911R is the factory-built racing version of the production 911 and is the weapon of choice for works and privateer teams. Just 20 examples of this austere, 830kg lightweight 911 are assembled by Baur at Stuttgart. Porsche engineers offer a case of champagne to Baur's bodybuilders if they can get the car's weight below 900kg, achieved by replacing steel panels with glassfibre and glazed windows with Perspex: they get the fizz!

•Vic Elford wins four major events: the Geneva Rally, Tulip Rally, Lyons-Charbonnières, and the 84-Hour "Marathon de la Route" event on the Nürburgring – all achieved in the works 911S, SYS847, fitted with Sportomatic transmission for the Marathon.

•Five-spoke Fuchs wheels are fitted on S models. Iconic classic Porsche wheels, they are still in demand today.

•The "Soft-window" Targa version is launched.

•The 910 is similarly specified to the 906 – with 2.0-litre flat-six and 2.2-litre flat-8 engines – but in a more rounded shell and running on 13in wheels. In 1967, Porsche make 22 units of the 910, powered by the

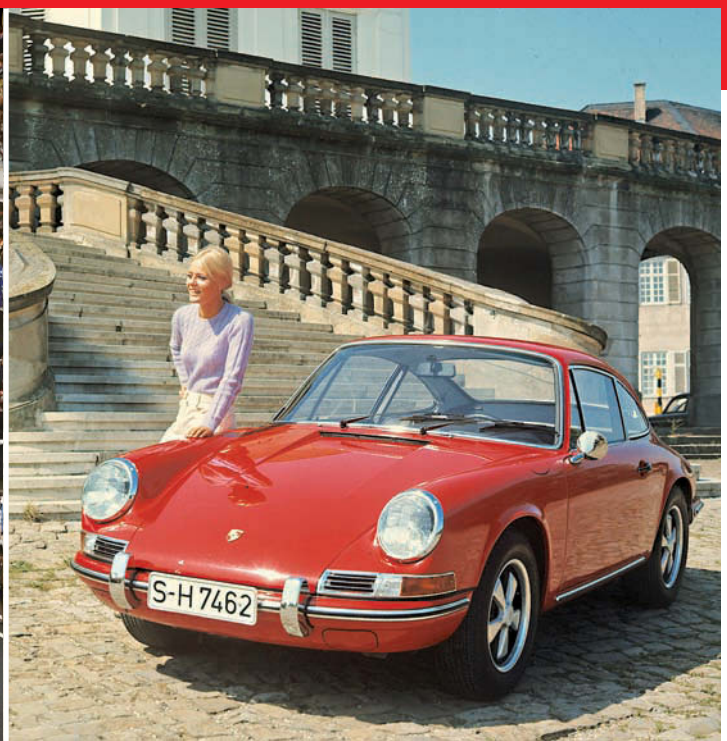
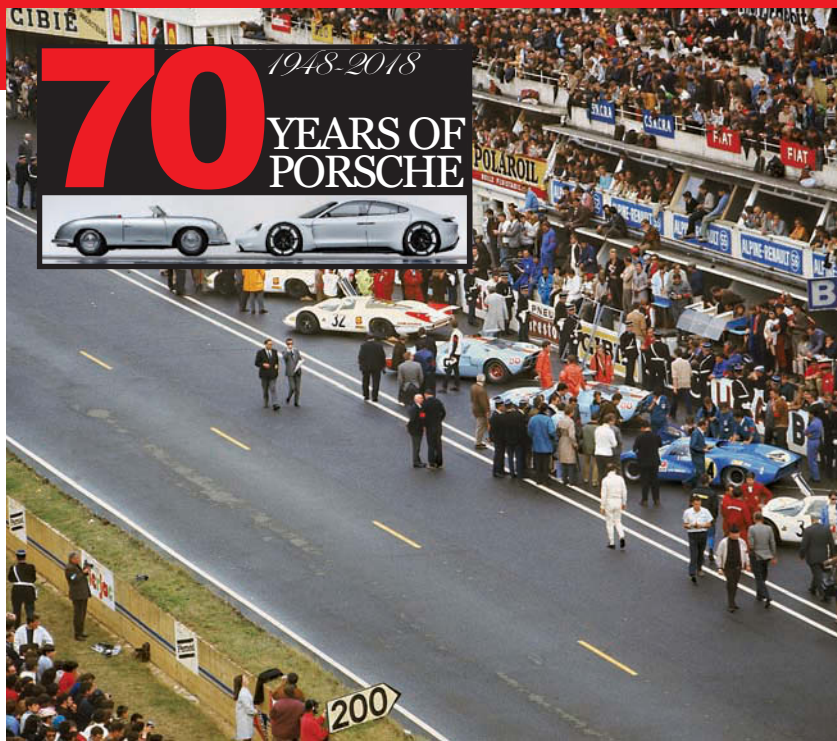
220bhp 2.0-litre (1991cc) flat-six and 13 cars fitted with the 260bhp flat-eight in 2195cc and 1981cc format, of which seven are coupés and six are spyders.

•Porsche introduces the aerodynamic 907 prototype, running 2.0-litre flat-6 engines; Jo Siffert and Hans Herrmann place 5th overall at Le Mans, averaging 125.06mph (201.27kph) over the 24 hours, the first time a Porsche has achieved such a high average speed here. Two 2.0-litre 910s also run at Le Mans, with Rolf Stommelen/Jochen Neerpasch finishing 6th overall.

•The factory races the 910 in the prototype category, with Hans Herrmann/Jo Siffert coming 4th overall in the Daytona 24-Hours – on the same set of Dunlops – and Gerhard Mitter/Scooter Patrick 3rd overall at Sebring. For the Targa Florio, six 910s are dispatched – three flat-sixes and three flat-eights, all fuel injected – and they scoop the first three places: Paul Hawkins/Rolf Stommelen win with a 2.2-litre 8-cylinder car, Leo Cella/Giampiero Biscaldi were 2nd and Jochen Neerpasch/Vic Elford 3rd. At the Nürburgring 1000Kms, 910s fill the first four places, and for the BOAC 500 at Brands Hatch there are five 910s present, and Jo Siffert/Bruce McLaren finish 3rd.



Right: The 911 range starts to evolve with introduction of the Targa in 1967. No prizes for guessing the inspiration behind that name!



1968

•In January, Vic Elford wins the Monte Carlo Rally with David Stone in a 911.

•New FIA rules for Prototypes called for up to 3.0-litre engines: Porsche scores its first 24-hour race win at Daytona with a trio of long-tail 907s crossing the finish line three abreast.

•Four 908s and one 907 powered by 3.0-litre flat-8s run at Le Mans, Dieter Spöerry/Rico Steinemann placing 2nd overall, with Stommelen/Neerpasch 3rd.

•Vic Elford/Umberto Maglioli win the Targa Florio in a 907 short-tail coupe, followed by the Nürburgring 1000kms.

•The 911T (Touring) is introduced as the entry-level model; its predecessor is now called the 911L.

•Sportomatic transmission is available as an option.

•Although 911R powered by the Carrera 6 engine is Porsche's intended sports car racer, the FIA fail its homologation and the R is obliged to run with the prototypes.

When the FIA reclassify the 911T into the same category as the 911S in 1968, Porsche create the 911 TR. (R stands either for Race or Rally.) Weighing 52kg less than the S and capable of running a more

powerful engine, the TR is the better chassis to go racing with. Customers can specify lightweight aluminium or glassfibre closure panels, though some retain the all-steel chassis and regular thickness glass. Weight is generally kept to a minimum by ordering thinner glass and Plexiglas in some cases, with 25kg of sound deadening excluded. Of the two available engine options, the 'economy model' is the standard 160bhp flat-six from the 911S, embellished with the Rally pack's larger carburettor venturii, open inlet trumpets and twin pipe exhaust, boosting output to 180bhp. While the 2.0-litre 911R is a pared-to-the-bones lightweight, the 911 TR is homologated as a Group 3 GT car – that's to say, highly modified but much less so than the R.

•Porsche inherits the mid-engined 914 project it's been tasked with building from Volkswagen, unveiled at the '68 Frankfurt motor show.

1969

•The 911L is renamed the 911E and equipped with fuel injected engines E = Einspritzung).

•Swedish duo Bjorn Waldegård and co-

driver Lars Helmér win the Monte Carlo Rally in a works 911T, with team-mates Gérard Larousse and Jean-Claude Perramond classified in 2nd place in a similar car.

•The 908/3 is introduced at a time when Porsche is under enormous pressure to start racing the 917s. They are racing 908s in long-tail and short-tail forms, whilst simultaneously building a car specially for two particular races, the Nürburgring 1000ms and the Targa Florio: the 908/3.

•The 908 coupé of Hans Herrmann and Gerard Larousse comes a close 2nd at Le Mans, 100m behind the winning GT40, after 24 hours' racing. The 917 makes its Le Mans debut in the hands of Vic Elford and Richard Attwood, leading the race until clutch failure puts it out in the 21st hour.

•Gerhard Mitter/Udo Schutz come 1st in the Targa Florio in a 908/2.

•Jo Siffert runs a 917 Spyder in the Can-Am series.

•The 2.0-litre flat-six is superseded by the 2.2-litre flat-six engine for the 1970 model year.

•For 1970 model year production 911s, the wheelbase is lengthened by 57mm, while the floorpan, longitudinal members, wheel arches and pans are galvanised, the first move in a bid to hold corrosion at bay. **PW**

Above left: Long tail 907s at Le Mans in 1968. Above: Entry model 911T is introduced

Below left: Hans Herrmann and Gerard Larousse place second at Le Mans in 908 in 1969. Below: Targa driver change 1969



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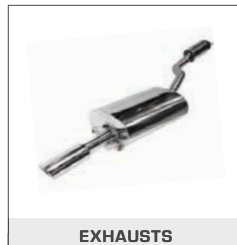
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Words: Steve Bennett Photography: Paul Harmer

BACK TO GMÜND AT 70

The very first Porsche 356/1 was registered in Gmünd on June 8, 1948. We return exactly 70-years later in a Boxster 718, Porsche No1's closest descendent



Left: Hard to know why Bennett deserves such a big pic of his bespectacled mug, but he can confirm that the Boxster driving experience is pure Porsche, even with a couple of cylinders missing

Every date, every day, every year is significant to someone or something and no more so than birthdays or anniversaries. They are how we mark the passage of time. A chance to reflect and look back during the march forward. And so it is for Porsche this year. You can't have escaped the Porsche at 70 party, but more than that, there is a specific day and month that has been designated as Porsche's genesis moment: June 8, 1948. The date is significant because this is the very day that the first Porsche was road registered in the Austrian town of Gmünd and, as a magazine that's dedicated to all things Porsche, we knew that on June 8, 2018, Gmünd was where we needed to be.

Of course we now associate Porsche with Stuttgart and Stuttgart is where Professor Ferdinand Porsche based his design consultancy before and during WW2, and afterwards from 1949. Gmünd was a blip, but a hugely important one in the history of our favourite marque. It's where Porsche relocated as Stuttgart became ever more targeted by the Allies, and the German war ministry decided that Porsche and its employees needed to be

out of harm's way, to continue serving the war effort. Czechoslovakia had been mooted, but Porsche chose the remote Alpine village of Gmünd, which was not far from the family's country retreat at Zel am See in southern Austria. So, in the Autumn of 1944, 200 skilled designers and engineers found themselves toiling in a converted wooden sawmill and waiting for the inevitable Allied victory, one that Professor Porsche, and son Ferry, had

son being commanded to go to France to help Renault produce its own 'people's car' and then being imprisoned on flimsy charges in poor conditions, which did little for Professor Porsche's ailing health or his enthusiasm for Renault's project. Meanwhile in Gmünd the Porsche workforce turned its hand to anything that would earn a living. Fixing up abandoned Kubelwagens being an obvious revenue stream...

“ A sports car built from VW components had long been an ambition ”

seen coming for some time.

When the victors came it was the Americans that made it to Gmünd first, although most of the Allies were in and out and all were interested in making the most of plundering Porsche's war time contribution and engineering knowledge. These were, of course, more than difficult times, not helped by Porsche father and

Both Ferdinand and Ferry made it back to Gmünd in 1946 and set about designing and building whatever they could, that would be useful in their largely rural environment: tractors, water and wind turbines, logging equipment, but of course cars were never far from their mind and a sports car built from VW components had been a long held ambition. Porsche was

Outside Helmut Pfeiffhofer's Porsche Museum in Gmünd. It's well worth a visit





lucky, then, that the British REME (Royal Electrical and Mechanical Engineers) had near miraculously managed to get the Volkswagen factory up and running and, in 1946, built a staggering 10,000 cars. A parts source was therefore guaranteed and work began on project number 356 in the summer of 1947. Once again the

return to production, the moment could have been lost.

Porsche started working on the lightweight, aluminium, space-framed roadster in summer 1947. The VW engine and transaxle layout was turned around to create one of the world's first mid-engined designs and the smooth, if slightly bland,

would roll out of Gmünd.

But enough of the history lesson right now, because you join us *en route* to Gmünd in 2018 in what must surely be the closest modern relative to Porsche 356/001: A Boxster 718 complete with its 2-litre flat-four engine, albeit turbocharged, rather than naturally aspirated. If time travel were possible, then this is a car that Professor Ferdinand Porsche would surely recognise as a direct descendant, right down to its 'push me, pull me' looks and front and rear luggage capability. Indeed, he might just wonder why 70-years of progress hasn't delivered something rather more radical. Indeed, we had considered making the journey in a Porsche hybrid of some description, but you sense that even that would have been sniffed at, given that the Prof was messing around with hybrid and all-electric cars before the turn of the 20th century. The Mission E (now named Taycan), might have impressed, but would

Thanks to Helmut Pfeiffhofner, Porsche's original design office is still standing in Gmünd offering a tangible connection with Porsche's Gmünd tenure

“ With a parts source guaranteed work began on project number 356 ”

synergy between Porsche and VW, which started with Porsche's design for Hitler's 'people's car' vision in the 1930s and continues to this day, with Porsche under VW ownership, was to prove more than an asset and without VW's early

bodywork was all enveloping and aerodynamically efficient. With no means to mass produce bodysells, the aluminium body was hand shaped and formed on a wooden buck, as would be the subsequent production 356 coupes, that

As it was in 1944 (below) and latterly as Porsche's own facility, post war (left) from 1946 to 1949, when Porsche moved back to Stuttgart





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have struggled with our near 800-mile journey (having said that, Porsche is claiming an 80% charge in just 15 mins). Maybe for Porsche's 80th birthday we will return sans fossil fuel.

For now, though, we're glad of the instant energy source and the good old internal

flat-four of the Boxster/Cayman variety and I have to say that I'm quite taken with it. Some of my esteemed colleagues have likened it to sounding rather like a generator – one that develops vibrations, but not of the good variety. For what it's worth, while it doesn't have the smoothness and

here: it's still a boxer engine, with all the low centre of gravity handling benefits that come with it. 'Nuff said.

One thing it certainly isn't lacking is power. Force feeding air via a turbo might be something of a blunt instrument, but it's a great way of getting 300bhp from 2-litres. Let's not forget the original 2.5-litre Boxster flat-six made little more than 200bhp and the most recent 2.7-litre, flat-six Boxster and Caymans had a peaky 275bhp, that struggled to cope with the tall gearing demanded by eco and emissions demands. With a full turbo torque curve, such gearing issues are simply bludgeoned aside. Not very purist, maybe, but very effective.

Power is also what you need on the German Autobahn, particularly if you find yourself on the derestricted sections between Ingolstadt and Munich at kicking out time, where the weapon of choice is an estate from either Audi, Mercedes or

Boxster poses in front of the distinctive arched entrance to Gmünd's centre

“ Let's not forget the important bit here: it's still a boxer engine ”

combustion engine. It makes light work of tackling multiple countries, giving a range of 300+ miles per tank, which you wonder if all-electric power will ever match, despite what manufacturers might claim. And this is my first time in a four-cylinder turbo

soundtrack of the flat-six, there is an offbeat throb to its power delivery that's still charismatic compared to an inline four and a corresponding offbeat exhaust pulse, that is in no way offensive and sounds quite gruff. And, let's not forget the important bit

Below left: MD of Gmünd Werks, Otto Huslein, at the wheel of 356/1. Same place, but 70-years in the past





Above: Museum has original wooden buck, plus an example of a Gmünd built aluminium bodied 356

VW/Skoda, painted a stealthy black/dark grey and travelling absolutely flat-out at between 130–140mph. Convoys of three or four at a time come blasting past, and while we've got the firepower to join in, we're lacking the concentration required to maintain such velocity. You've got to love the speed-crazed free for all, though, or 'Freie Fahrt für frei Bürger' as they say in Germany! Translation? 'Free driving for free citizens.'

Gmünd is a long way, make no mistake. Tucked away in a stunning valley in the southern Austrian province of Corinthea, it's a stone's throw from Slovenia and accessed now by the A10 super highway, with Salzburg 130kms to the north. It's an 11+ hour slog for us and the Boxster and when we arrive it's nearly dark and our hotel owner has to beg a nearby bar/bistro

to keep the kitchen open for a toasted sandwich. Fortunately the beer is a little more forthcoming and we've certainly earned a couple of tall ones.

So here we are in Gmünd, where it all happened, or the day before it all

the symbolic line in the sand that lends itself to a definitive date. It's certainly where history was made, something that hasn't been lost on Gmünd as a town, with its long established, privately owned Porsche museum and Porsche Park. Even the

“ The following day would doubtless see the Porsche faithful descend ”

happened. Well, kind of. Fact is, Porsche 001 would have seen action on the surrounding roads and the Grossglockner Pass from late 1947 onwards, but the fact that it was road registered on June 8th is

original design office still exists. The following day would doubtless see the Porsche faithful descend on Gmünd to pay homage and to mark the occasion? Indeed, there was already an uber early, split





windscreen 356 Coupe at our hotel. Could it even be a Gmünd car? In the dark it was impossible to tell.

It's quiet, too quiet. Gmünd is bathed in early morning light, as the sun climbs slowly above the surrounding mountains. We

right, have we even got the right date, we ponder? The museum opens at 10am, that will be the place to head. Best get there a bit early to ensure a prime photographic hot spot, so there's just time to wash the Boxster and get it looking its best for this

this way for a birthday party that clearly isn't going to happen. We are the only party people in town. What's going on, apart from clearly not a lot? Well, we know that Porsche is officially having something of a bash at the Porsche Museum, where the great and the good will be, but while that's all very nice, and had we talked to the right people we probably could have been there, it's rather missing the point. Porsche 001, wasn't designed in Stuttgart, it wasn't built in Stuttgart. It was designed and built right here. No, we're clearly in the right place. It's everyone else that's got it wrong. Sure, Gmünd's historic cobbled town square would have looked great with Porsches of all sorts parked up, and we could have got ourselves a few vox pops to add to the story, but actually, we've got the place to ourselves and that will do nicely, thank you.

Bennett in Gmünd's attractive centre. He's clearly confused, wondering where everyone else is on this significant date

“ We've driven all this way for a birthday party that isn't going to happen ”

breakfast outside in the pure alpine air and strain for the sounds of flat-fours and sixes, but get assaulted only by the high-pitched parping of a couple of local teenagers on mopeds. The 356 has gone. This can't be

day of days, its own birthday of sorts. Ok, ok, you can see where this is going can't you. I could spin the tension out for another couple of paragraphs, but really what's the point. The fact is we've driven all

The museum also features exhibits on loan from Porsche's Stuttgart museum



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And besides, Gmünd hasn't forgotten. It celebrates every day thanks to Helmut Pfeiffhofer, who remembers Porsche chassis 001 zooming around the locale and whose family even helped Porsche move its industrial equipment into the wooden sheds

Helmut is in residence, too, and while his English is as patchy as our German, he seems pleased to see us and gives us the run of the place. The two-storey barn building museum is the antithesis of the Stuttgart edifice, but it contains some

beside it a curvaceous structural ash body buck. Most of the exhibits are contained in the upper timber beamed gallery, access to which from the outside is via a ramp. Some of the exhibits are on loan from the Porsche Museum, including one of our all time favourites, a 924 Carrera GTS, plus a Carrera GT, which revives memories of a spine tingling V10 adventure, tempered by recollections of its frankly moody clutch.

We request a photo opportunity outside the remaining original Porsche building from the wartime occupation, which Helmut owns and has restored, and lies just a mile down the road. The timber building was Professor Porsche's design office and bears the legend: Porsche Konstruktionen Ges.m.b.H, Werk Gmünd. It is again a reminder that we're in the right place, even if the giant timber sheds in which the cars were built

Above left: A simple bust of Professor Ferdinand Porsche in Gmünd's peaceful Porsche Park. Above: 356s under construction in Gmünd factory/wood shed

Gmünd-built 356s testing on the Grossglockner Pass

“ Gmünd hasn't forgotten. It celebrates every day ”

that would become home in 1944. He never strayed from Gmünd (why would you, it's simply stunning) and opened his eponymous private museum as a tribute to Porsche in 1982.

crucial historical artefacts from Porsche's Gmünd period, from mundane water turbine generator to a Gmünd built 356 Coupe, with its unpainted, hand formed aluminium body as bare as the day it was created, and





Reach for the sky. At 2571 metres above sea level, the Grossglockner Pass certainly gets you a lot closer

are long gone. Again, it's hard not to feel that Porsche has missed a trick on this day of days. Why is Porsche 356/1 not here on the roads that it pounded and tested on? Ah, but imagine the media bunfight?

In the town and just off the main

sort of obsessive tidy and clean thing, that we Brits will never get or aspire to. So pleasant is it that we decide to have a spot of lunch in the middle of town and imagine Porsche's engineers doing much the same 70-years ago, perhaps taking a break from

the 36 Euros demanded to proceed seems a little steep, but after an exhilarating afternoon of driving and snapping, it's an utter bargain. Split into roughly two panoramic routes, peaking at 2571 metres above sea level in the shadow of the Grossglockner itself, which at 3798 metres is Austria's highest mountain. Between the end of the road and the mountain's peak is the Pasterze glacier. So high into the thinning air are we, the sky turns a deeper shade of blue.

Needless to say the Boxster scythes through the terrain of manic ess-bends with mesmerising speed and brutal efficiency, thanks to grip, electronically enhanced suspension and turbo punch. Even so, at this altitude there is a slight pause as the engine gets on it from low revs out of the tightest, uphill corners. You wonder, then, what 356/1 must have been like, with just

“ So high into the thinning air are we, the sky turns a deeper blue ”

The Boxster is dwarfed by the terrain and even its turbo engine feels a little out of puff at such altitude

square/Strasse, lies the Porsche Park, a tranquil tribute to the Professor, where a bronze bust of the great man resides. Gmünd itself has clearly not changed one bit and adheres to the Austrian stereotype of alpine beauty and charm mixed with the

testing, or perhaps grabbing a quick bite before heading for the more challenging terrain that is the Grossglockner Pass, which is exactly where we're going next.

The Grossglockner High Alpine Road – to give it its full title – is a toll road and at first





35bhp at 4000rpm from its 1131cc flat-four, and presumably even less than that at this sort of altitude. Sure, its 585kg kerb weight would have helped, but one thing is for sure, 70-years on and 356/1 would dissolve

centre of gravity, weight and relatively sophisticated suspension, 356/1 boasted handling that was way beyond anything else that was available in 1948. Something that wasn't lost on those pioneering

roadster's "really remarkable road holding, combined with a pleasant softness of springing and very light, accurate steering..." Wonder what Max would have made of 356/1's Boxster descendent? He certainly couldn't fail to spot, or appreciate, the tangible Porsche DNA.

Boxster on the road up to the Eidelweiss Spritze. Note glacier in the background

“ 70-years on and the 356/1 would dissolve in the wake of the Boxster ”

in the wake of the modern Boxster, hardly surprising given that it has roughly 10-times as much power.

But it's not all about power, though. With its centrally located, flat-four engine, low

motoring journalists of the day, that were lucky enough to be in the right place to get behind the wheel, which included Britain's *The Motor*, whose European correspondent, Max Troesch, who reported on the

Unlike in Gmünd, there's no shortage of other Porscheophiles enjoying the Grossglockner Pass today. Whether they realise the significance of the date, or the terrain, is anyone's guess, but the suspicion is that they're just here to enjoy the drive. And why not? Us? Well, it's been something of a pilgrimage, a calling even, to mark a moment in time, that itself was borne out of extraordinary circumstances and has led to some extraordinary cars. Happy 70th, Porsche. **PW**

CONTACT
Porsche
Automuseum,
Helmut
Pfeifhofer
Pfeifhofer GmbH,
Riesertratte 4a,
9853 Gmünd,
Kärnten, Austria
[auto-
museum.at](http://auto-museum.at)



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1962 Porsche 356B T6 Twin Grille Roadster-Stock-08694

This timeless 1962 Porsche 356B T6 Twin Grille Roadster is 1 of just 248 cars coach built by D'leteren in Brussels, Belgium. In its original color code#6202 Ruby Red with black interior and Certificate of Authenticity included. It is equipped with twin-engine grills, outside fuel filler; manual transmission with a 1600 engine, dual carburetors, chrome wheels, OEM radio, rear luggage rack and includes the jack, spare tire, Tonneau cover and complete toolkit. The Porsche is cosmetically very clean and presentable and was with the previous owner for over 20 years who drove the car sparingly due to work commitments. This car presents an extremely unique opportunity for the new owner to not only own a vintage Porsche 356 but to acquire one of the rarest roadsters the marquee ever built. Mechanically sound. **For \$325,000**



1959 Porsche 356A Cabriolet-stock-09495
The 1959 Porsche 356A Cabriolet presented here for sale with matching numbers is available in a beautiful color combination of blue with a tan interior. It is equipped with a manual transmission, soft top, alloy wheels and includes the spare tire. A very desirable and sought-after example which has had the same owner since 1980. A great candidate for light restoration and is mechanically sound.

\$115,000



1960 Porsche 356B 1600 Reutter Cabriolet-stock-08511
This stunning 1960 Porsche 356B 1600 Reutter shown here with matching numbers includes the Certificate of Authenticity and is available in a gorgeous color combination of burgundy with a black interior. It is equipped with a 1600 engine with a manual transmission, dual headlights, dated wheels and includes the spare tire. It comes with beautiful paint, interior and body gaps and a solid undercarriage and is an extremely clean and presentable example which is highly collectible and mechanically sound.

For \$119,500



1960 Porsche 356B 1600 Reutter Cabriolet-stock-09715
This very sharp 1960 Porsche 356B 1600 Reutter Cabriolet is available in red with a tan interior. It comes equipped with a manual transmission with a 1600 engine, dual Zenith carburetors, soft top with boot, original owner's manual and solid wheels. An excellent original yellow plate California car and a very clean and presentable weekend driver which is mechanically sound.

For \$98,500



1962 Porsche 356B Super 90-stock-09510
This timeless one-owner 1962 Porsche 356B Super 90 with matching numbers and the Certificate of Authenticity included, is available in its original gorgeous color combination of code#6203 Oslo Blue with a grey interior. It is equipped with a 4-speed manual transmission, Solex carburetors, solid wheels and includes the jack, spare tire, tool kit and includes a folder with receipts for service history and an engine and transmission rebuild from Harry Pellow at HCP Research. An extremely collectible model and an excellent original black plate California car which is mechanically sound.

For \$79,500



1963 Porsche 356B-Stock-09768
This 1963 Porsche 356B Coupe featured here with matching numbers is available in its original color code#6211 Signal Red with a black interior. It comes equipped with a manual transmission with a 1600 super engine, dual Dellorto carburetors, and solid chrome wheels. A very clean and presentable example which has had the same owner for many years and is mechanically sound.

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1966 Porsche 911-Stock-09477
This very desirable 1966 Porsche 911 being offered for sale with matching numbers, and the Certificate of Authenticity Included, was built on July 30, 1965. It's shown here in light ivory with black interior and is equipped with a manual transmission, Solex carburetors, rebuilt engine and transmission including receipts, wood steering wheel, wood dash, OEM radio and with solid wheels. An extremely clean and presentable example which is highly collectible and mechanically sound.

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1984 Porsche Carrera Targa-Stock-09745
The featured 1984 Porsche Carrera Targa with matching numbers is available in its original color code#811 Kiln Red Metallic with a tan interior. It comes equipped with a 5-speed manual transmission, air conditioning, power windows, Fuchs wheels and includes the jack, spare tire and tool kit. An excellent weekend driver which could use some light cosmetics and is mechanically sound.

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1972 Porsche 911T Targa-Stock-09493
The 1972 Porsche 911T Targa being offered for sale is available with matching numbers and comes in silver with a black interior. It is equipped with an upgraded 5-speed manual transmission, one year only external oil filler door, Fuchs wheels and includes the spare tire, owner's manual and service records. The Targa was previously owned by a Porsche Club of America owner. It's very presentable and is an excellent one-year-only example.

For \$46,500



1971 Porsche 911T-Stock-09488
The excellent original 1971 Porsche 911T Coupe shown here with matching numbers comes in its original color code#1111 Light Ivory with a tan interior. It is equipped with a 5-speed manual transmission, air conditioning, cookie cutter wheels and includes the spare tire. The 911T was previously owned by a Porsche Club of America (PCA) owner and is mechanically sound.

For \$49,500



1973 Porsche 911 RS Clone-Stock-09614
This stunning 1973 Porsche 911 RS Clone comes in a gorgeous viper green with black Carrera script and black Recaro racing seats. It is equipped with a 2.4 liter with a manual transmission, MOMO steering wheel, MSD ignition, roll cage and Fuchs wheels. A very presentable and great car for vintage racing which is mechanically sound.

For \$49,500



1975 Porsche Carrera Targa-Stock-09769
The 1975 Porsche Carrera Targa shown here with matching numbers is available in its original stunning color combination of code#336 Mexico Blue with a black interior. It is equipped with a manual transmission, Fuchs wheels and includes some miscellaneous parts. A highly collectible example which is mechanically sound.

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1982 Porsche 911SC Targa-Stock-09767
This very presentable 1982 Porsche 911SC Targa featured here with matching numbers, comes in a beautiful Cashmere Beige with a chocolate interior. It is available with a clean CarFax and is equipped with a manual transmission, power windows, Fuchs wheels and includes the spare tire and jack. An excellent weekend driver which is mechanically sound.

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FLYING ON THE GROUND

A pair of RS tribute cars: one built for fast road work, the other wearing the racing mantle. On a disused aerodrome, Black Fly meets the Martini Shaker



We're pioneering a new venue – a former US air base where, till the early 1990s, those formidable A10 tank-busting, Gatling-gun toting dive bombers ruled the runways. Now, snapper Sarah Hall and I are joined by Peter Smith, principal buyer at north London's Hexagon Classic Cars. He and trucker Jim have brought a pair of backdated RS tribute 911s for us to storm the flightpaths, and it's kind of eerie knowing that this was a frontline citadel during the Cold War, hoarding enough nukes to trigger the end of the world in a barb-wired enclave that looks like nothing less than a set from the Great Escape. Scores of redundant hangars dot the broad swathes of flattish landscape, broken by copses of youngish pines, and a small cluster of '50s and '60s jets provides a focal point. Anyway, enough of the militaria and on with the cars, both of which are stored in Hexagon's private arsenal.

First up we have Black Fly, a 3.0-litre 911 RS inspiration, built in 2014 on a 1978 SC donor chassis, embracing an engine worked over by Mike Bainbridge (brother of Neil).

'The ethos,' Peter Smith explains, 'was to create an everyday car that could be driven for pleasure, or taken to the track where its performance and handling can really be exploited.' Welcome to our aerodrome scenario, then. It's based on a stripped-out European non-sunroof shell, and fitted with handmade 2.8 RSR-pattern steel rear arches, glassfibre bumpers and front arches, along with ducktail engine lid (prettier than an IROC whaletail) and carbon-fibre front lid. In its rear valance, just behind the wheelarches, are little mesh sections to disperse heat. The inner panels were epoxy-bonded, and the whole ensemble painted factory black. Total weight is, allegedly, a minimalist 950kg.

I swot up on The Fly's inventory. Up at Mike Bainbridge's Kendal workshop, the naturally aspirated 3.0-litre motor was dismantled, internals balanced, blueprinted and renewed as necessary, including replacement pistons, Nikasil barrels, rods, valves, camshafts, twin-spark ignition system and fuel injection. It looks the part, too, clad in glassfibre shroud and mounted in stainless steel engine carrier with Wevo mounts to eliminate flex and vibrations.

The 48mm tapered Jenvey throttle bodies are prominent atop the engine, with TRE 38mm equal length stainless steel exhaust manifolds, culminating in Magnaflo twin tailpipes emerging at the rear. Power output is 282bhp, which, given its light weight, works out at 300bhp-per-ton. It runs a rebuilt 915/61 five-speed gearbox, with close-ratio cogs installed for 1st to 4th gears, and 5th being an overdrive. The Wevo short-shift mechanism and lever is a no-nonsense apparatus, as sturdy as they come – not unlike an airplane's joystick – and there's a Sachs heavy-duty clutch to further the tough guy image. As Peter affirms, 'Mike Bainbridge has done the engine, and it's a work of art; probably had more money spent on the engine than the rest of the car put together. The original owner was well known in Porsche Club GB, so it was all done correctly.'

Suspension consists of Sander hollow torsion bars, 22mm front and 29mm rear, allied to re-valved Bilsteins and race springs with Turbo tie-rods, Rennline mono-ball joints, strut braces front and rear, along with adjustable rear spring plates and Tarett Engineering adjustable anti-roll bars. A small





point, perhaps, but indicative of the depth of thought that went into the build: fabricated from aircraft-quality chrome-moly steel, these lightweight, hollow sway-bars are half the weight of a solid bar, yet provide the same degree of stiffness. Brakes are 930 Turbo ventilated discs, and it's currently sporting 17in Fuchs wheels, 8in front and 9in rear.

There are other fine details. The heating and radio are deleted and the clock replaced by cabin air ducts. RS door cards harbour

the nozzle protrude, race-style. 'They might have made a hole in the lid, with beading around it and an alloy funnel to the filler cap,' muses Peter. 'This is a pure road car, lightweight, very fast, well thought out, and an absolute joy to drive, but coming up here on the A14 it's monotonous because its gearing is so short – though it's horses for courses, and on track you'd relish that.'

Left-hooker 911s are great: pedals in line with seat and steering wheel. First thing I

the Recaro seats and an ignition cut off on the dash where the radio would normally live, and there's a little Impact Bumper forum badge on it.

I ease out onto the broad runway and gradually develop a rhythm with the car as it's pretty obvious which way the perimeter goes. So much space to play on. It's a very torquey engine, and the fuel injection makes it very responsive, and the way the short ratios are stacked means it's in the power band all the time, which is quite something, given that we've got a 915 gearbox. The Fly sounds absolutely awesome as it accelerates through the gears. On the move it feels fantastic, a proper 911. This is more than a hooligan car, a heady cocktail of raw speed, peerless handling and aggressive appearance: it's hugely exciting and yet apparently compliant – I say 'apparently' because so secure and sorted does it seem that I never approach its limits. This is the great thrill machine. Power delivery is instant and enormous, from low revs right through the range, and with so much space it's possible to contemplate getting close to max-out. Without much in the way of muffling, the Fly is a snarler, the flat-six crescendo rising to a sustained scream, lift-off prompting that wonderful rasping overrun. Drivability is fluent, steering input immediate,

Double trouble, IROC and Martini RSR inspired retro/replica machines in the fast and very noisy tradition of modded Porsches

“ The Fly sounds awesome as it accelerates through the gears ”

opening straps and window openers, and the cabin floor is clad in lightweight carpet. Seats are Recaro Pole Position, steering wheel is Momo Prototipo, and a rear roll cage is available. The battery is located further inboard, in the smuggler's box, for better weight distribution, and there's an ignition kill switch and fire extinguisher. There's a central fuelling aperture on the tank top, though filling up requires the lid be lifted rather than having

notice then is that I'm sitting pretty upright in this bucket seat, though it's all about how it's mounted, and I would drop the rear of the seat a little bit, but that's not a big deal. There's quite a lot of resistance from the raw and workman-like shift lever, but it does feel precise. There's a fly-off handbrake and – I have to do a double take - a cup-holder protruding from the front of the driver's seat. It's got RS type door pulls and tartan inserts to

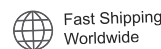


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and those wide boots belie the agility and accuracy of placement the Fly provides as I buzz it around the perimeter road's long, long curves and head off into the distance. More space here than Silverstone. Turn-in is assured, but I need to stand on the brakes to haul it down. Gear selection is perfect, steering nicely weighted, and while negotiating these sweeping bends I can influence turn-in by easing on-and-off the throttle so the nose tucks in and out, but really, it's about edging in and powering through the corner, leaning on the tyres for good measure. This is a car after my own heart, one for all seasons – fast road, yet perfect for slewing around on a trackday such as this turns out to be.

Second up in our backdate ogle-fest is the Martini-liveried 2.8/3.0 RSR inspiration, referencing the 1973 cars that ushered in the era of ducktail spoilers, whale-tail wings and the short-lived Mary Stuart collar. Commissioned by Albert Moffat, the builders have gone for the whaletail, also influenced by 1974 IROC (International Race of Champions) imagery but retaining the long-bonnet look. Based on a 1980 911SC shell, the build cost is estimated to have been

around £150 grand, and a quick gander at the spec explains why. It was created during 2013 by Bailey-Edwards Motorsport in South Africa, specialists in period replica racing cars including 917, GT40 and Lola T70. This Martini RSR has a club racing history during 2014 in Albert Moffat's tenure, and was a midfield runner in the Consolidated Auctions Pre-1984 Sports/GT series. Nothing was left to chance. For starters, the engine consists of a 964 crankcase fitted with 3.8-litre Wössner pistons and barrels, titanium springs and conrods, racing camshafts, Van der Linde RAR manifolds, set up to produce 345bhp and 400Nm torque. The G50 gearbox is operated via a monolithic Hargett short-shift linkage. Beneath the front lid is a strut brace and an 80-litre fuel tank with rubber bladder and race filler.

Body panels hung off the SC skeleton include glassfibre front and rear lids, doors, bumper covers, front and rear wheelarches and wings (fenders), though the steel roof is retained. Cabin rigidity is provided by the 38mm-diameter steel-tube roll-cage. The windscreen is glass, but side windows and rear pane are polycarbonate, featuring sliding panels in the side windows and

Dzus fasteners for quick removal of the rear window.

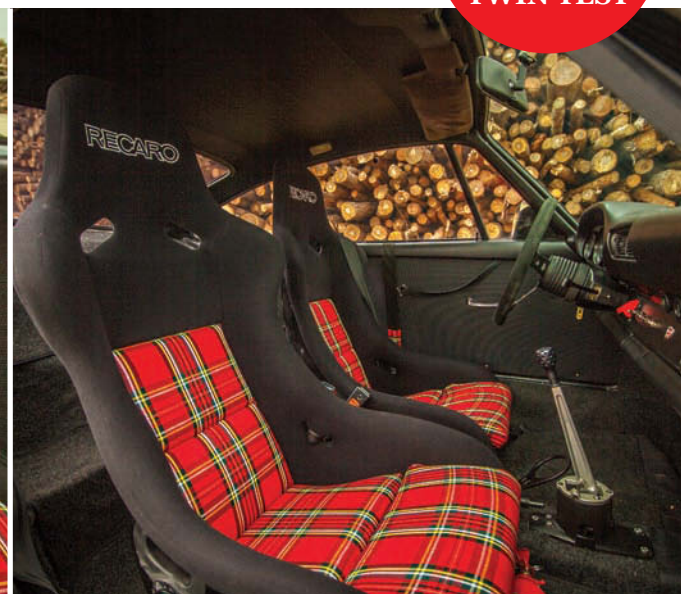
The suspension incorporates Bilstein 930-spec dampers, Eibach springs, Elephant Racing anti-roll bars, with rose-jointed wishbones and custom-made MacPherson struts front, and rose-jointed adjustable semi-trailing arms at the rear. The steering rack is standard-issue SC, with tie-rod ends spaced for zero bump steer. The steering column is extended to correspond with the optimum seating position. Brakes are ex-964 Turbo, AP Racing, applied via a customised pedal-box with dual-circuit adjustable bias. It's running Bailey Racing 16in three-piece split-rim wheels incorporating Fuchs aluminium centres, shod with Hoosier Racing slicks, 10in front, 12in rear.

Access to the cabin means cocking legs and feet over the door-bar sections of the roll cage. The cockpit is suitably austere, and the eye is immediately drawn to the workmanlike Hargett gearshift and the prominent Bailey Cars logo on the dashboard. There's an OMP wheel, and I'm incarcerated within a complex roll cage, given its door bars that produce major triangulations across the apertures and spanning the rear compartment. Schroth four-

The wide RSR arches are steel and cover the obligatory and equally wide 9 x 17in Fuchs wheels

Below left: Much bracing of the front luggage area. Battery sits in the 'smugglers box' for improved weight distribution. Below: Engine built by Mike Bainbridge and is based on 3-litre unit. With Jenvey throttle bodies, twin-spark ignition and other mods, it produces 285bhp





Tartan trim lifts the stripped out interior, while WEVO gate-shift lever takes some of the guess work out of the often vague 915 gearshift

point harnesses truss driver and co-pilot into the Sparco bucket seats; the driver's seat has fore and aft adjustment but the passenger's is static. A plumbed-in fire extinguisher lives in the passenger footwell, and apart from the Alcantara door liners it's a pukka racing environment.

An interior designer, former owner Albert Moffat is a Porsche enthusiast who also runs a 996 GT3RS and Cayman GT4. He identified Bailey Edwards as the go-to workshop in South Africa to have an RSR lightweight rep created. He describes it as, 'overwhelming at first, and difficult to learn because it's as raw as they get for a normally-aspirated 911.' He completed eight half-hour on-track test sessions and, 'got into it after 10 minutes, and the car was amazing. At Zwartkops I qualified 12th and placed 8th in the first race, but didn't run in Race 2 as it rained and I didn't have my rain tyres there.' The engine has only logged eight hours running time, but Albert elected to sell the car because his shopfitting business demanded too much of his time.

Both these backdates do a decent job of emulating the concept of the real thing,

bearing in mind the 3.0 RSR was a homologation special for the post-917 era. It's a hard act to follow, so finessed is the spec. Developed from the 2.7 RS, the 2.8 RSR that spawned the 3.0 version featured lightweight glassfibre bumpers with frontal air intake for the oil cooler, the new 3.0-litre engines lifted output from 300bhp to 315bhp with twin-plug cylinder heads, larger valves and ports, high-lift camshafts, titanium conrods, 10.3:1

them in the prototype class where they could vie with the more fragile Ferrari 312 prototypes. Indeed, Gijs van Lennep and Herbert Müller won the Targa Florio outright in chassis R6. The transformation to RSR spec also involved subtle suspension mods, including new semi-trailing arms, lower and stiffer rear suspension featuring solid spherical joints with inner pivot points relocated to increase rebound on suspension

“ Both these backdates do a decent job of emulating the real thing ”

compression ratio, and Bosch mechanical fuel injection using throttle slides for instant response. The gearbox contained racing ratios, a limited slip diff and an oil pump for the cooler. The works RSRs were rated at 330bhp, and while most customer teams such as Kremer and Gelo ran 3.0 Carrera RSRs in Group 4 production class spec, the factory ran

compression. Front strut top mounts were made more adjustable and stub-axes placed further up the hub carriers to lower the ride-height. Standard torsion bars were complemented by variable-rate titanium helper-springs mounted over the dampers, augmented by adjustable anti-roll bars and quicker steering rack, along with 917-spec

Based on a 1980 SC shell, this Martini RSR replica, was built by Bailey-Edwards Motorsport in South Africa





hubs and brakes that were mounted with 11in front and 14in rear wheels. The 911 bodyshell needed to be adapted accordingly, and the front lid and rear arches were made of glassfibre, with aluminium front wings and doors, plus side windows in Plexiglas, tipping the scales at 890kg. A pair of filler apertures pierced the front lid, one for refuelling, the other to release displaced air. The RSR now featured the widest wheelarches yet, plus a front airdam. In spite of its dominating presence in the European GT series, the 3.0 Carrera RSR was by no stretch of the imagination a mass-produced vehicle: Weissach competitions department built just 109 units of the Carrera 3.0 RS in both RS (road trim) and wider-bodied RSR (race trim), split between 56 which were ostensibly road-going models and 53 which were race cars. Fifteen International Race of Champions (IROC) cars were built on 1974 RSR shells and fitted with 1973 running gear. So, a very tall order to replicate exactly, but Bailey Edwards have the basics covered.

So, is the Martini RSR a shaker? Considering it's a race car it's remarkably tractable. I fire it up and discover an

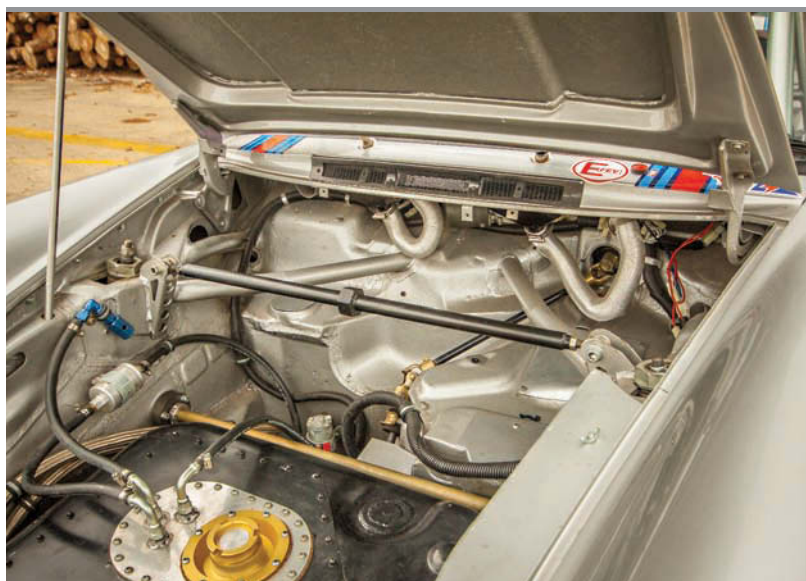
incredibly stiff clutch pedal, while engaging 1st requires a determined thrust of the Hargett lever. I mosey out of the apron onto the expansive swathes of runway. It has tiny streamlined mirrors mounted on the doors, but the rear view is hampered by the B-post. It sounds glorious on full song batting along the straights, snarling on overrun as I gear down for the perimeter road's curves and slot back up again through the box. Instead of grappling with the three-spoke wheel to restrain it, the optimal control method is to relax and simply be the guide. Steering is light enough, requiring a deft touch rather than a commanding yank, while lock is very good considering tyre width and minimal wheelarch clearance. It's beautifully set-up and easily controllable; turn-in is fantastic, while ride quality is of the race track, and I take it for granted that the RSR rock-hard suspension takes no prisoners on anything but billiard-table blacktop. But what a beast! It responds instantly to pressure on the accelerator, surging forth in a burst of glorious six-pot excess. Tickover is on the high side at 1500rpm, but open it up and it bellows magnificently in true race car fashion. Acceleration is phenomenal –

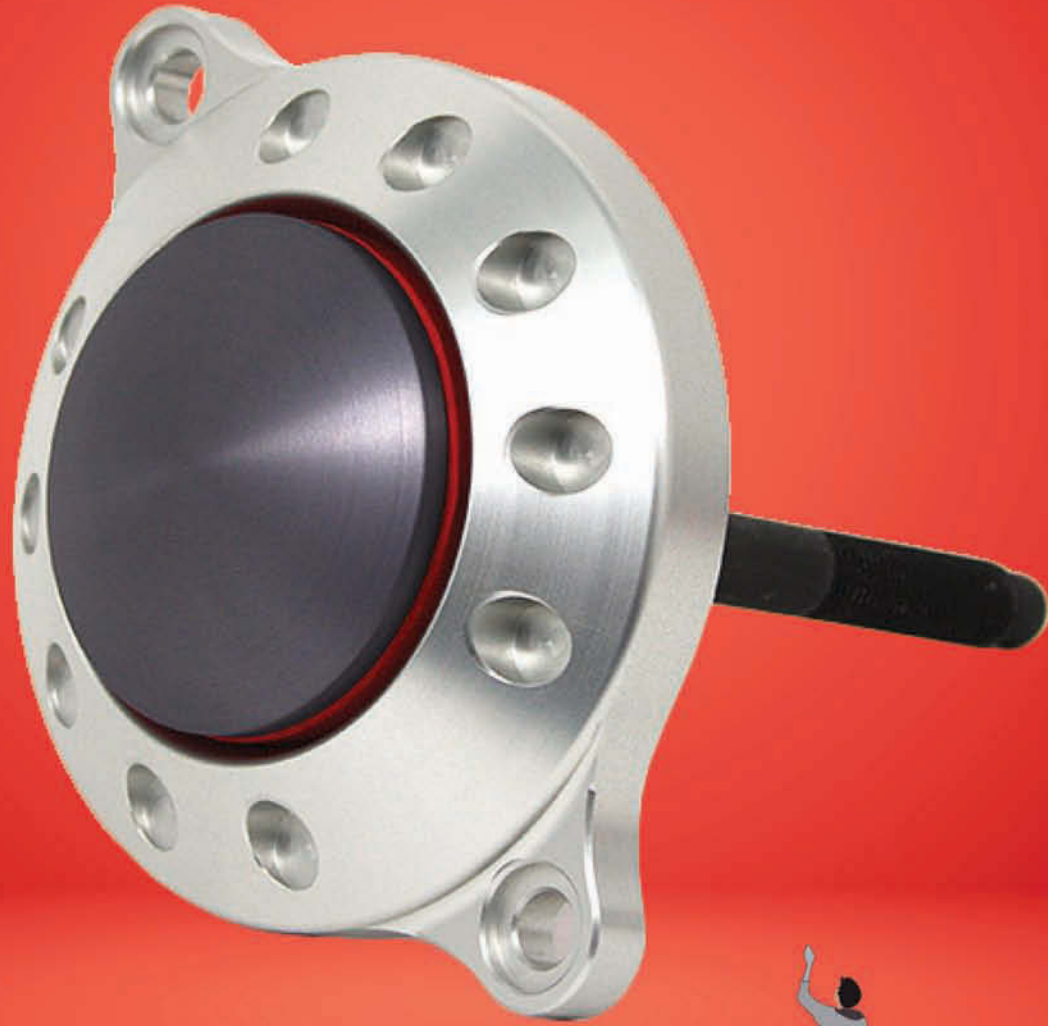
vigorous from 2000rpm right around the rev counter to 8000rpm. Hardly daring to glance at the clocks in our private roadscape, I glimpse 110mph at 7500rpm in 4th gear. There's plenty of torque at the other end of the scale, making rolling starts viable in 2nd gear. The clutch is so positive that even in the dry the wheels spin with a smart getaway. The gearlever feels metallically specific as I move it through the gate, and selection requires precision in order to engage the notch. The brakes also demand positive treatment, needing the pedal to be firmly applied to achieve the desired effect. After two or three passes up and down our virgin circuit I'm getting the feel of it, and it comes into its own the quicker I go. There's so much grip from these broad boots. Nevertheless, it's quite an energetic experience and after a few minutes I am extremely hot, despite having the little side windows open. But what a fabulous thing. In fact, both cars manage to achieve a credible reference to the 3.0 RS/RSR precedent. They could be yours, too: both will be auctioned at the Silverstone Classic meeting on 19th July. Will they fly out the door? I would bank on it. **PW**

Above: Have you seen a wider front wheel/tyre on a 911? That's a 10in front! Rears are a massive 12in wide

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REFLEX ACTION

With more than a mere nod to Porsche race teams of the past, Reflex Auto Design's outrageous 997 is a crowd stopper, with its retro Rothmans livery, air-ride suspension and a body kit inspired by the legendary Porsche 935. Ordinary it isn't...







The two taxi drivers had no idea what to do. It was on the perimeter of a pedestrianised area of Coventry on a busy Wednesday afternoon, with two black cabs minding their own business waiting for pick-ups in a narrow street, that the mayhem began.

The pavements were packed with shoppers intent on indulging in a little retail therapy who suddenly stopped and stared in disbelief as a loud (very), wide (very) and outrageous (very) Porsche threaded its way between the traffic, driver doing his utmost to avoid kerbing the bodywork or wheels. And then there were the taxi drivers.

Stopped next to a pinch point which local planners probably euphemistically call a 'traffic calming measure', their taxis partially blocked the street, clearly expecting any oncoming traffic to make

way for them. No chance. There was no way this Porsche was going to be forced up onto the pavement to give them space to squeeze by – the low-slung splitter and those vulnerable rims would never have made it unscathed. No, the taxis would have to back up. It was like a showdown from a western movie, with two gunslingers eyeing each other up from opposite ends of the street.

After a couple of minutes' impasse it was clear the gathering crowds were on the side of the new kid in town, iPhones and cameras all directed towards the race-liveried Porker, nods of approval, thumbs up, double-takes...the black cabs had no choice but to back down and reverse out of the way. A victory was won without a shot being fired, or bodywork scraped against a kerbstone. Justice had been done.

It's been a while since yours truly followed

a car on the street that garnered such a reaction from other road users, shoppers and passers-by. Whether they knew what this eye-spanking Porsche was all about, or whether they were simply seduced by its unique style, it was evident people liked what they saw – and so did we.

We'll come clean: 'stanced' cars are not normally our thing. In general we're believers in the words of the great American architect Louis Sullivan who stated that 'form follows function', a doctrine which has stood the test of time – fashions come and go but great design lives on. And it could be argued that a modern Porsche that's 'slammed' on air-suspension and sporting a wide-arched body kit is little more than an exercise in attention grabbing.

But you'd be wrong. This is an exercise in making you think outside the box, a way to make you think about something more

Just your everyday shopping cart – and a very low-slung Porsche. Sainsbury's didn't quite know what hit it when the 997 rocked up

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than just swapping wheels and fitting an aftermarket GT3 aero kit in an attempt to stand out from the crowd.

The story begins with an alignment of the planets in the form of a family-run body repair business teaming up with a young marketing and social media expert. The roots of the family business can be traced back to 1948 and the foundation of Ideal Motors Coachworks, who in 1965 took on a 17-year-old apprentice by the name of John Leggett. Fifteen years later he'd become a partner in the business and in 1986 the sole owner. The business became well-known for quality restorations of Aston Martins and Rolls Royces, the result, it is said, of John's eye for detail and exacting standards.

Over the next decade, John's three sons, Christian, Matt and Jonny joined the family business, and with new blood came new

directions. In 2000, Reflex Auto Design was formed, fronted by Matt and Jonny, with dad John, mum Christine, Jonny's wife Hayley and Christian as manager all working to keep the two facets of the operation running like a well-oiled machine. In 2014, the brothers finally took over the running of Ideal Motors, bringing the two sides together under one umbrella.

Reflex Auto Design has quite a name for itself in custom circles, being responsible for several award-winning vehicles, and were involved with the launch of the first UK-based RWB Porsche, built by the incomparable Nakai San.

From show-quality repaint to full-on custom build, including bodywork, paint, suspension and brake upgrades, Reflex became a 'go-to' Mecca for anyone who wanted something special.

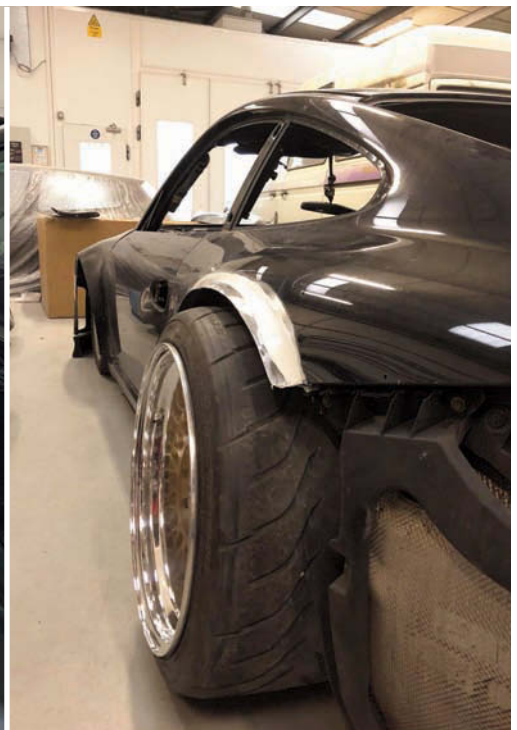
One such person was Matt Clifford who used the team to work on his own cars before being invited to join them as photographer and marketing and social media expert.

It was while checking out the SEMA show on social media that Matt first saw the Porsche slant nose conversion debuted by Japanese company Old & New. The name's something of a hint towards their preferred style, with styling cues from the past being used to good effect on otherwise thoroughly modern machinery. Like a slant-nose 935-esque body kit for a 997, for example.

The SEMA show car – a 997 coupé – was a retro-look, ground-hugging wild ride wearing a coat of 'grab you blue'. The effect was dramatic, in an old-school sort of way, and it struck a chord with Matt, even though he'd not yet seen such a car in the metal.

Out on the open road, the Reflex 997 looks like a refugee from Le Mans. Not quite sure how legal the headlight height is, but who cares?

The conversion was carried out in Reflex Auto Design's Daventry workshops – it's not a task for the faint-hearted! Old & New body panels require original rear wings to be cut





Engine is largely stock, aside from the exhaust system. Front luggage bay is now dominated by the reservoir required by the Air Lift suspension system

Back in the UK, a plan was hatched. Reflex, it was felt, needed a new project to showcase their skills, and to set a new trend in the domestic scene. The Old & New body kit was the perfect vehicle for this. It required the purchase of a Porsche 997, so Matt set to scouring the ads until the perfect base for the project showed up in the form of a 2005 3.6 Carrera 2 Tiptronic coupé.

The fact that it wasn't a manual didn't really matter too much as the plan was to showcase the company's bodywork and paint talents, along with the available suspension and brake upgrades which Reflex Auto Design could offer.

The Old & New kit was available in the UK through VAD Design, a specialist business at the forefront of the high-end aftermarket wheel and body conversion market. In 2008, VAD (it's short for Vision Ability Dedication) concentrated on aero styling and bespoke vehicle builds, including a wild VAD-tuned wide body conversion, the Bi Turbo Cayenne GT-650.

Rear apron has been remodelled to expose the custom-built EMP exhaust system. Beautifully finished, it emits a purposeful roar without causing an annoying drone cruising at speed

This led them to take a closer look at Porsches, notably the 997 and 991 models, for which wide-body 'R' styling kits have been developed. Reflex Auto Design is now the UK agent for Old & New.

With an Old & New kit ordered and on its way to England, back at Reflex's Daventry-based HQ plans were being made. The end

latter with their 'flachtbau' noses and low-slung headlamps.

But it couldn't be another Martini homage, so how about that other great Porsche team livery, the distinctive Rothmans team look? Spot on, was the general consensus. But before committing the idea to metal (and glassfibre), Matt

“ They knew at that point they'd made the right decision... ”

result had to be attention-grabbing in every way, but how? Thoughts of an earlier Martini-striped example loomed large and the idea of a retro-look paintjob seemed ever more appealing, especially as the Old & New kit had clearly been inspired by the original 934s and 935s – the former with their screwed-on arch extensions, the

Clifford got in touch with Khyzyl Saleem, a computer artist at EA's Ghost Games studio who, excited by the proposal, drew up a 3D rendering of an Old & New-kitted 997 in the chosen team livery. The result was exactly what the Reflex crew wanted – they knew at that point they'd made the right decision.

The body kit finally arrived, consisting of





both front wings, front and rear bumpers, rear arches, side skirts, ducts, headlights, tailgate base and spoiler, and replacement fuel filler flap. With the car stripped of the corresponding and now unnecessary original body panels, the new kit was installed with attention paid to detail with the intention to make it the best-finished example yet. The front wings are a straight swap, but the original rears need to be trimmed back to allow for the huge wheel and tyre combo.

The rear bumper was trimmed away and remodelled to expose the custom-made exhaust system, produced for the project by Dave at EMP Performance Exhaust in St Albans – a system that not only looks ‘the biz’ but gives the 997 a suitably throaty soundtrack to keep following traffic entertained. There was also the small matter

of a couple of minor electrical gremlins to sort as the swapped-out rear wing resulted in ‘wing malfunction’ error codes.

When it came to applying the graphics, the obvious solution these days would have been to use a wrap, but then that would hardly have been the best way to showcase Reflex’s collective talents. No, it had to be paint – the entire Rothmans livery is painted on, using Audi Pearl White as a base, with contrasting Ford Imperial Blue and Audi Misano Red completing the effect. The Rothmans logos are vinyl graphics, along with those in white on the front and rear quarters.

The effect is little short of stunning – the low-slung 935-style headlamps might be slightly questionable from the legality aspect but the overall look is, we think, amazing. But to get a car this low to the

ground takes more than a kit of body panels. It takes the right wheel and tyre combination along with some pretty serious suspension mods.

The former was a no brainer as far as the Reflex crew was concerned: there is no better looking wheel – or better made one – than the Rotiform LVS. It’s a stylish rim, with a hint of BBS about it but with a very modern twist. They’re also very good quality, not just some cheap Chinese knock-off that will fracture at the first sight of a kerb or pothole. The fronts are 10Jx19 (yes, 10-inches...) while the rears are a meaty 13Jx19. Covering these are some Yokohama Advan Neova tyres, 255/30s at the front and 305/30s at the rear.

OK, so that’s half the battle, but only half. Next up was the matter of suspension. To get a car riding low, yet still be drivable in

How to bring Coventry centre to a standstill. Never before have so many mobile phones appeared as passers-by stopped to grab an Instagram photo...

Rear wing forms part of the Old & New kit – it’s reminiscent of those fitted to the earlier Porsche 935s in the mid-1970s





Bolt-in rear cage has been refinished in white, while Recaro Pole Position seats are trimmed in red, the work of Capital Seating in Leicester

real world conditions (speed bumps, garage ramps, driveways...), the only practical solution is to use air suspension.

It's a set-up that was once the domain of commercial vehicles and buses, or vehicles used for towing heavy loads. In more recent times, it's all but taken the place of complex hydraulic suspension systems on custom cars and low-riders. And now we're starting to see air-ride being used more and more on performance cars – like the Reflex Porsche.

The system chosen comes from Air Lift Performance (for whom Reflex is now a distributor), and consists of a large reservoir tank to hold the compressed air, and two pumps to keep it topped up. Separate lines and solenoid valves control the flow of air to the front or rear of the vehicle, where air bags, or rams, take the place of the regular shocks and springs. The associated 3P management system features a simple flush-mounted control panel fitted in the centre console and allows the driver to

raise or lower the front or rear – or both – at the push of a button.

When the reservoir is full, raising the suspension happens in an instant. There's a barely discernible hiss as the car sits up at the rear, followed by the same as the nose rises to suit – or whichever way you

about being able to play with ride heights on the fly. Even Porsche gets that, with its Front Axle Lift System used to raise the nose of a 991 GT3 to allow safe passage over speed humps, or the air-suspension used on the Cayenne to change the ride height at the press of a button to suit road

“ We're starting to see air-ride being used more and more... ”

'Oi mate! How am I supposed to get past you?' Matt Clifford gets an earful from the taxi driver, while local shoppers smile and take photos

want to do it. Clearly from the customer's point of view the big advantage is being able to dump the car virtually on the ground when parked and then raise it to the minimum ride height out on the street.

It might seem a pointless exercise if you're not into the whole custom thing, but think again – there is something pretty cool

conditions. OK, so this particular example is extreme, but air-suspension is not something to be dismissed out of hand as just a fashion fad.

While we're on our hands and knees looking at the suspension and wheels, we couldn't help but notice the brakes, the big bright red Forge Motorsport calipers (six-pot





CONTACT
 Reflex Auto Design
 2 Brunel Close
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 NN11 8RB
 Tel: 01327 872894
 www.reflexautodesign.com

EMP Performance
 Unit 1 51 Radlett Road
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at the front, four-pot at the rear) peeking out through the spokes of the Rotiforms. Well, it had to be done, didn't it? There was no way stock brakes would cut it on this car.

Turning to the interior, the rear seat has been thrown out to make way for a cross-braced rear cage, while the stock front seats have now been swapped for figure-hugging red Recaro Pole Position race perches, a set of Sparco harnesses holding

stock Tiptronic controls on the wheel have made way for a paddle conversion using Mercedes components, while a Kenwood head unit with sat nav and Bluetooth completes the package.

Taking a step back and looking at the 997 as a whole, there is no denying it's a mould breaker, and it gets massive attention as we've already said. But what's it like out on the road? Is it any less of a car than a stock

since 1986...), but it's somewhat irrelevant considering this is primarily a showcase for paint, bodywork and suspension talents. And at that task it's faultless.

The ride is, I have to say, far better than I expected, the relatively heavy 997 making the ride less jiggly than I'd experienced in lighter air-ride-equipped VWs. Quite how it would feel under track conditions, I couldn't say, but the team at Reflex would, I'm sure, be able to set up the system to suit every need. There's little body roll and the enduring memory of the drive was more one of listening to the EMP exhaust bellowing away behind. Even that's not unpleasant – just memorably, well, throaty.

OK, we accept that this 997 is going to be something of a 'Marmite' car in terms of the way it's viewed by readers, but that's good. It's a refreshing change to see someone tackle a project like this and to heck with what the reaction might be from people with a more purist outlook. It's loud, proud and low. Very low. No, make that very, very low – and we love it... **PW**

It's a tight squeeze, but eventually the taxi drivers made way for the wider-than-wide 997. Kerbing the Rotiform rims was not an option...

Matt and Jonny Leggett are the front-men at Reflex Auto Design, but in reality it's a family affair with dad John, mum Christine, Jonny's wife Hayley and brother Christian all playing their part

“ It's a mould breaker, and it gets massive attention... ”

the occupants firmly in place. The stock steering wheel's been retrimmed in Alcantara, the same material being used to trim the dashboard top, door panels and centre console, red stitching adding the finishing touch. The work was carried out by Capital Seating in Leicester. Oh, and the

997 with Tiptronic transmission? Granted, we'd have preferred to see a manual gearbox – converting it has been discussed, but doesn't really make financial sense – or a modern PDK to go with the race theme (don't forget, Porsche has been using its Pretty Damned Kwik technology in race cars



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2006 PORSCHE 997 C2 3.6 MANUAL COUPE £25,995

Arctic Silver metallic with grey hide trim, really nice GT3 font spoiler, 19" Carrera S alloys, factory sunroof, Bose stereo upgrade, sat nav and phone module, Tiptronic lights, rear park assist, electric memory seats, Alcantara steering wheel, 19" Carrera alloys, ally gearknob, bills for a recent clutch, IMS and RMS and is in very much above average condition.



2005 PORSCHE C2 997 3.6 COUPE £22,995

Seal Grey with full black leather hide, 79000 miles, impressive specification that includes sat nav and phone modules, electric heated and adaptive memory sports seats, Litronic lights, sunroof, 18" 5 spoke alloys with N rated Continental tyres, Bose audio upgrade, sports chrono pack plus, cruise control, full service history, 2 keys, book pack.

2004 PORSCHE 996 C2 3.6 CABRIOLET MANUAL £16,995

Basalt Black metallic, full savannah hide trim, 68000 miles, 6 speed manual, good service history, upgrades including Litronic lights, rear park assist, Bose stereo, PCM2 sat nav system, electric memory seats, sports steering wheel, low owners and known to us for some time.



2003 PORSCHE 996 C2 3.6 MANUAL CABRIOLET £15,995

Arctic Silver metallic, full metropole dark blue hide trim, 102000 miles, 6 speed manual, hard and soft tops, sports seats, 18" GT3 alloys, Bose stereo upgrade, computer, PSM, rear park assist, wind deflector, ally lock gearlever and hand brake, and sports steering wheel, really good service history, most bills, extremely tidy example.



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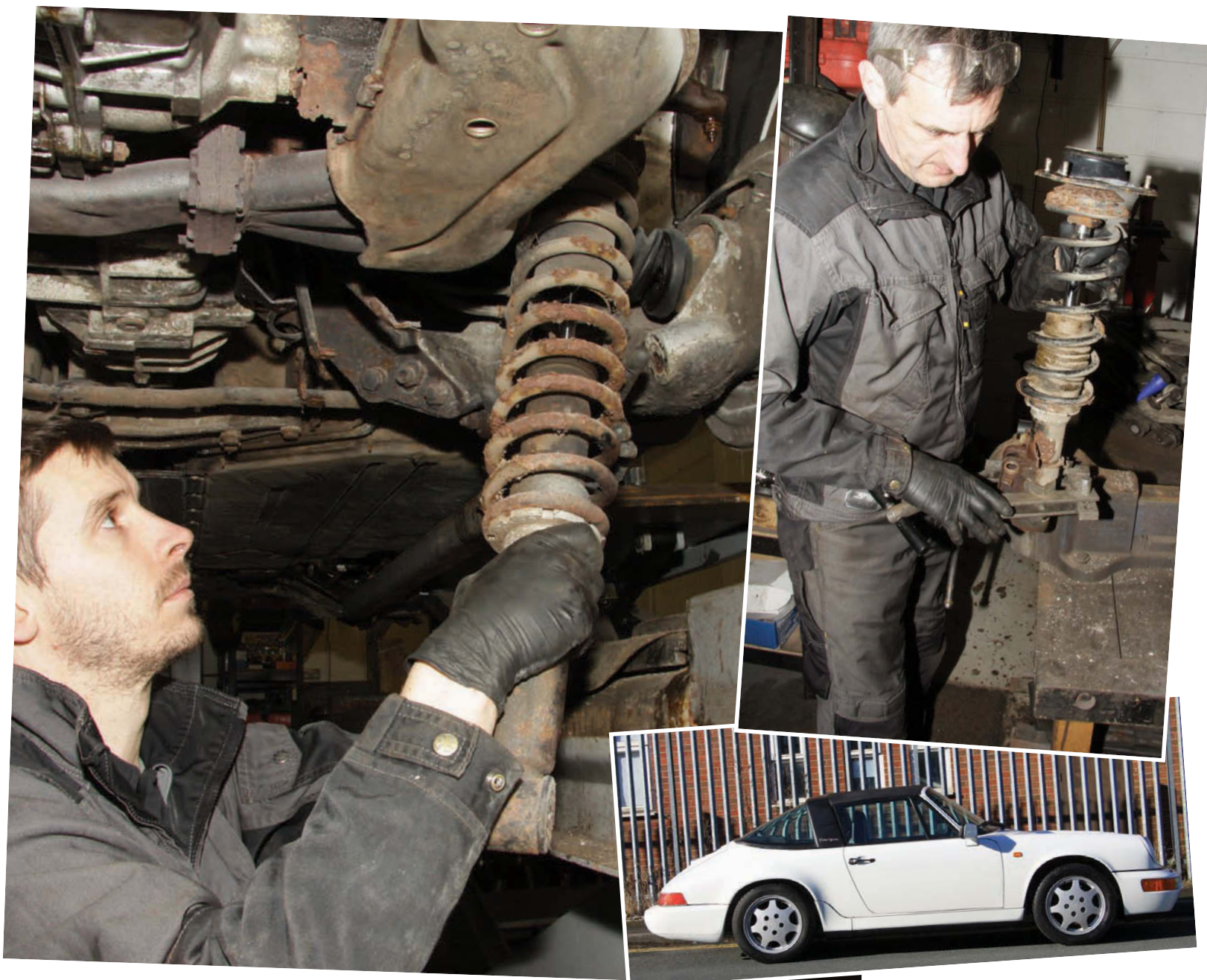
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TECH: HOW TO

PROPER JOB

There can be little doubt that the most appealing and interesting aspect of any 911 project – the sexiest, if you will – has to be that iconic flat-six engine. Ultimately no less important, though, is the suspension – and the brakes, of course. Follow us, then, as with the help of renowned specialist Center Gravity we embark upon the ambitious chassis overhaul and upgrade of a barn-find 964 Targa. This month: assessing the scale of the problems, and taking some vital measurements. Story and photographs by Chris Horton



If a job is worth doing, says the old aphorism, then it is worth doing properly. I couldn't agree more. That's why it was such a pleasure to watch Center Gravity's Chris Franklin and Peter Leason hard at work, carrying out a full suspension overhaul and set-up on reader Chris Howell's 964 Targa, centred around the increasingly sought-after combination of Bilstein dampers and Eibach coil springs, and the same latter company's recently developed anti-roll bars. Quick and efficient the pair may have been, but that was a speed born of knowledge, experience

and, above all, natural competence.

The scale of the task was such that it occupied a non-stop working day – and several hours more, as I alluded to in *The usual suspects* in the June edition of the magazine – so it is probably no surprise that I came away from Center Gravity's Warwickshire premises with several hundred close-up photographs. And because I, too, like to do things properly (and since on this occasion I have only three pages available to me, instead of the usual four), what you see here is just the first of what will in time be several

instalments to the story.

As ever for these how-to features, we cannot hope to duplicate the level of terse but comprehensive information that you will find in the official Porsche workshop manual (written for trained technicians), or instantly to pass on the skills that come from years of hands-on experience. But what we can do is take the time and the trouble – and the column inches – to show in as much detail as possible what is involved in a project such as this, out there in the all too real world of rusted fixings, broken brackets and possibly bent chassis legs, and let you

Replacing 964 Cabrio dampers and springs – and much else – is something for future issues; here the emphasis is on an initial assessment of the barn-find car, shown above as it arrived at Center Gravity premises in Warwickshire (centregravity.co.uk). Thanks to proprietor Chris Franklin (also above) and Peter Leason (left)

The first test any car undergoes at Center Gravity is on this damper assessment rig (top row, left and middle); in very simple terms a device that oscillates the two wheels on the same axle up and down, and measures their response times. This car's, needless to say, were past their best.

Work is carried out on a scissor-type lift which doubles as the geometry-setting platform (far right).

The 964 was a bit of a struggle to position thanks to the common problem – in cars that have stood, like this one – of seized brakes. That would have to be dealt with later. Tyres were legal in respect of tread depth, but in age terms well beyond their use-by date; four-digit code (2705) shows they were made in 2005. Needless to say, any

car to be set up MUST have correct sizes, front and back – and the correct pressures, too. If not, any adjustments made essentially meaningless. Crucially, all data is collected and carefully noted



decide how best to proceed. To have a go yourself, perhaps over the course of a rather more leisurely timescale, or to pass the task to a professional – but in which case with a far better understanding of what you are actually paying for.

The car was literally a 'barn find' for owner Chris Howell, and it must have been standing in said barn in rural Wales for some time – hence the extensive rodent nest that we found inside the central under-floor tunnel. Much of the hardware that

would have to be dealt with was markedly corroded, although luckily a significant amount would by definition be replaced with brand-new components. There were signs that the car had led a hard life before its incarceration, too: worn-out bushes aplenty – most, if not all, to be replaced with the excellent Australian-made SuperPro items; more on these in due course – and not least a possibility that one of the rear suspension's trailing-arm mounts had been repaired, perhaps after some unscheduled

interaction between the wheel and a kerb.

Shown here, then, are just the preliminary stages, with plenty more to follow in the months ahead: taking the 'before' measurements that would be vital in ultimately setting up the suspension geometry; the visual assessments required to determine what other parts might have to be replaced; and not least laying out those gorgeous new springs, dampers and anti-roll bars to give us – and you – both a visual treat and a goal to work towards.

THE LIGHT AT THE END OF THE TUNNEL

Bilstein dampers need little introduction to Porsche enthusiasts – they were fitted as standard to many of the company's classic models – but you might not be quite as familiar with the springs shown here, made and supplied by Eibach. And almost certainly not with the same company's new range of anti-roll bars.

Springs first. This is what the company calls a Pro-Kit, suitable for pretty much all road-going 964s:

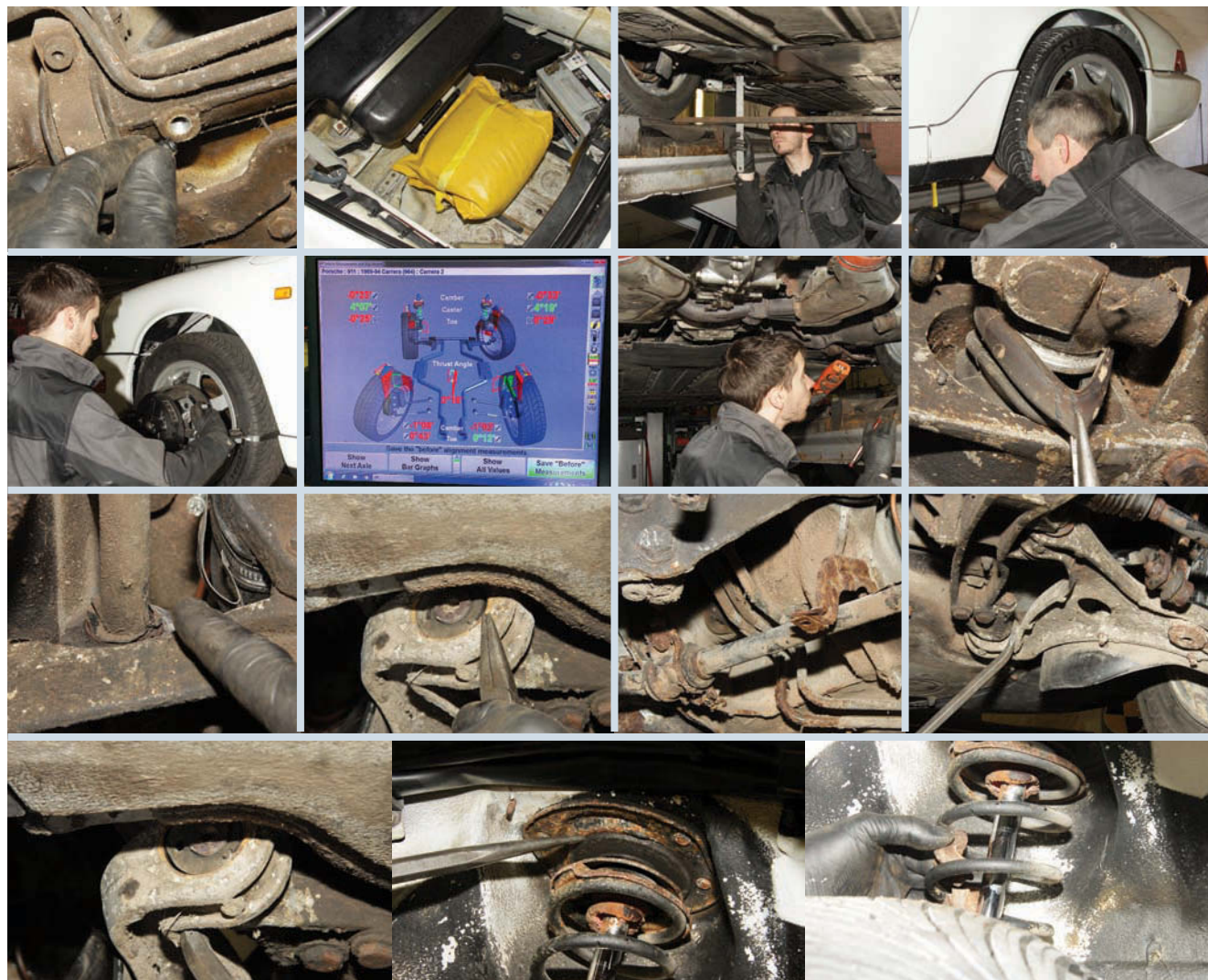
C2, C4, coupé, Cabriolet and Turbo. It offers a 30–40mm reduction in ride height at the front, and 30mm at the rear. The springs are made from high-tensile silicon-chrome-vanadium steel, and are subjected to extensive testing to ensure optimum reliability. Each item goes through a pre-stress load process, during which it is fully compressed after being wound into a coil, in order to avoid future sagging. It is then ground and shot-peened before entering the coating process. A single test spring from each batch made is tested at every stage of production – and some OE customers stipulate that each and every one of the batch is similarly evaluated. Part number of the spring kit shown here (left) is E7201-140, and it retails for £304.68 plus VAT.

The two anti-roll bars are from Eibach's new Classic range, manufactured at its factory in California. The front bar, 25mm in diameter, is a hollow tube that offers a claimed 40 per cent weight reduction against one from any other manufacturer, and two-position adjustability. The rear bar is also 25mm in diameter, and again offering two-way adjustability, but in this case solid. The fitting kit supplied includes the relevant drop-links and other necessary items. The part number is E40-72-003-01-11, and the retail price £303.31 plus VAT. The rear bar can also be bought on its own for £135.66 plus VAT. Part number for that is E40-72-003-001-10.

All items are available from Eibach dealers around both the UK – of which Center Gravity, unsurprisingly, is one – and the rest of the world. To find your nearest, simply go to Google or the search engine of your choice.



TECH: HOW TO



In most Porsches – and the 964 is no exception – before any assessment or adjustment the steering must be centred by removing this plug (top row, far left) and inserting a special screw, whose pointed end engages in a recess in the internal rack. Car requires front-end ballasting, too, here with a bag filled with sand. Having very accurately noted initial ride heights, Chris and Peter hook the car up to their geo machine, which unsurprisingly comes up with plenty of red (ie wrong) settings. Obviously there is no point making any corrections at this stage, before the renewal of springs, dampers, anti-roll bars and not least suspension bushes; it simply gives a datum point, potentially also highlighting any more serious hidden problems. Thereafter it's inspection, inspection and more inspection. Are the steering-rack bellows full of oil? (No.) Are the anti-roll-bar rubbers worn out? (Yes!) Will the fuel lines need replacing before the car goes back on the road? Will the front wishbone bushes and not least the bump-stop mouldings on the struts need to be renewed. Yes and yes!

Bear in mind, too, that although nominally a runner, the car was still very much a work in progress. It was delivered to Center Gravity on a transporter – the brakes, like those of many a laid-up 964, had partially seized, making it predictably hard work to move around the workshop – and it would later be taken away in the same manner.

For Chris Franklin that was hardly the ideal scenario – unsurprisingly, he needs to drive customers' cars both before and after working on them if he is to deliver optimum results – but he is pragmatic enough to know that sometimes you just have to go with the flow; to deal with whatever circumstances the job happens to throw at

you. In any case, I have no doubt that, in the fullness of time, Chris Howell will return to Atherstone for further minor adjustments to be made, once he has put his beloved Targa back on the road.

Anyway, lots to get through, so I shall let the photos and captions begin to tell their fascinating story. Enjoy! I certainly did. **PW**

Comparison of the two trailing-arm mounts suggests that the one on the left side of the car (middle picture, upper row) might have been repaired after some sort of (minor?) accident. Front wheelarches show evidence of tyres rubbing on metalwork on full steering lock, but that has a relatively easy solution. Red paint on the end of one drive shaft suggests it has never been disturbed. Similar marking on a couple of the wheel studs – rarely seen these days, especially on cars of this age – indicates the heaviest area of the hub, such that the wheel can be fitted with the tyre valve directly opposite



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JP GROUP A/S (DENMARK)

If you've ever purchased parts or panels for your Porsche then you'll almost certainly have heard of the Dansk brand – likewise, you may have purchased replacement parts for more modern vehicles produced by the JP Group, or possibly even a high-spec SSI Porsche stainless steel exhaust system. In case you were not already aware Dansk, SSI, Jopex, JP Classic Line etc are all subsidiaries of the Danish company JP Group a/s... *911 & Porsche World* dropped by to find out more about this impressive set-up

Words & Photography: Paul Knight



Whilst JP Group a/s is very much a global business, the heart and soul of JP – the company behind the famous Dansk brand – is in Viborg in central Denmark where the business was started and the HQ and major warehouses and manufacturing plants are located. And, despite being a global operation, JP is very much a family

business, and that personal attention and passion for the business and its products was very obvious when we visited.

Chances are that either you will have fitted (or had fitted to your Porsche) parts manufactured by or supplied via JP. However, any JP parts you're likely to have been in contact with will almost certainly have been supplied via its network of dealers. JP has a great website and an impressive classic parts webshop, which

will not only help you locate exactly what you're after, but will also find your nearest JP supplier.

A FAMILY CONCERN

The company was founded by Johannes Pedersen (hence the 'JP' branding) who began his working life as a bus driver. Then, in 1965, he started to dedicate all of his spare time to producing rubber products

JP Group's car collection is as impressive as its parts operation



When it comes to Porsche, JP Group, through its Dansk brand, has body parts for classic 911s and other Porsches covered. Enough for a complete bodysell? Not yet, but such a thing could be coming

You know it's a big operation when you need to consult a map to find your way around!



for cars, along with rubber hammers and ashtrays. This business provided Johannes with the finances required to invest in tools and machinery for the production of spare parts for his biggest interest: cars. That's how the business began – through pure passion.

Johannes Pedersen passed away in 1992 at the age of 63 and was succeeded by his son, Martin. Since then, JP Group has grown to become a well-established, and strongly consolidated, business with activities worldwide and premises totalling more than 42,000m².

Martin Pedersen, the current CEO of JP Group Holding a/s, was born in Viborg in 1958 and has been running the company

since taking over from his father, having started working at JP Group in 1983, only a few years after the establishment of the company.

PRODUCTION

Exhausts and the associated hardware have long been the company's staple diet, however, the supply of pattern parts for modern vehicles is the key area of business. That said, these guys are 100 per cent enthusiasts at heart, hence the Classic Line range of products, specifically aimed at classic VAG, Porsche and some early Mercedes models. JP provides more than 6000 parts via the Classic Line range, and

we were surprised to learn just how many products are produced in-house. Yes, of course there are parts imported from Brazil and elsewhere, however, JP is proud of its inhouse manufacturing and quality control – and we were impressed by the hand-made (and machine-made) exhausts and body panels.

JP has been running as a business since 1974, hence there is literally a warehouse full of various stamping dies covering everything from VW heat exchanger sheet metal to aluminium panels for early model Porsches. JP is actually a very pro-active and forward-thinking concern and operates a family of businesses under the JP title. You'll probably be familiar with names such





JP Group also has its own in house restoration business using Dansk parts – also useful for developing new panel

as Jopex (exhausts) and Dansk (Porsche parts), but there are many other unique businesses operated via JP. Here we're talking about HOVWDIAUDI (a retail outlet for VW and Audi parts), QuickPot (a chain of fast-fit service centres), BilligAlu (an

expanded the range of parts for both European and Asian-produced vehicles.

The current range of Porsche body panels is extensive, covering a wide range of models, classic and modern. Recent displays at events such as Techno Classica

fitted with all their available repair panels – people assumed that Dansk would soon be offering complete shells, in much the same way that BL Heritage sells replacement bodies for MGBs. However, that is not yet the case, as a conversation with Martin Pedersen at Essen confirmed (although that may well be a future possibility should there be adequate demand).

“ Rumours about a full Dansk-branded bodyshell quickly spread ”

TAKING THE TOUR...

online alloy wheel business), the aforementioned Classic Line, SSI (performance Porsche exhausts) and Garia (electric vehicles). JP also purchased the well-known Quinton Hazell brand, which

Essen have aroused a great deal of interest, and provoked much discussion on web forums. The rumours about a full Dansk-branded 911 bodyshell quickly spread following JP's use of an early shell

Walking around the HQ, it was immediately obvious that this is a very slick operation, and that the staff are all very proud to be a part of the JP family. We'd certainly heard of JP before – and the Dansk name in particular – and have seen JP-supplied parts in just about every Porsche workshop



Left: JP press steel body panels in house and have all the appropriate presses and jigs

As a Porsche fan, you will more than likely associate JP Group and Dansk with Porsche exhausts. Indeed, JP Group has recently purchased the SSI brand

CONTACT:

JP Group a/s
Hjulumagervej 2
DK-8800 Viborg
Denmark
Tel: (00) 45 8661
5000
jppgroup.dk -
jppgroupclassic.
com
classic@jppgroup.
dk
(Contact JP and
they will refer you
to the nearest
distributor)

Timeline

1975
Johs. Pedersen
Maskinfabrik a/s was
founded and initially
employed just two
members of staff

1977
The manufacturing
plant for production
of heat exchangers,
exhausts and body
parts is founded

1987
The trading company
JP Group a/s,
exporting spare parts
for Volkswagen, Audi,
Seat and Skoda is
established

1992
Johannes Pedersen
passes away and
Martin Pedersen
takes over as CEO

2000
JP Group a/s
expands the range of
spare parts for Opel.
(In 2006 Ford, BMW
and Mercedes-Benz
are also included)

2005
In the years
2001–2006 JP Group
establishes sales
offices in central
markets around the
world

2007
JP Group a/s moves
to new
administration and
warehouse facilities
(17,000m2)

2013
JP Group a/s
purchases Quinton
Hazell, Germany and
SSI, USA, and adds
4000m2 to the
warehouse in
Denmark



and parts retailer we've visited across Europe (and beyond), but a shop tour helps to illustrate just how many parts are produced in Denmark – something we were not aware of before we were invited to check it out.

Efficient operations ensure that parts ordered by lunchtime can be delivered the very next day (and at a flat-rate) to recognised dealers in mainland Europe. In reality, the whole point of this shop tour was to prove just how enthusiastic and involved the JP family really is. It's refreshing to find genuine enthusiasts working at every level of the business.

THE CAR COLLECTION

One of the biggest surprises for any visitor to JP is to find that it's far more than just a factory – how about the car collection? The

modern building houses one of the most impressive (and unexpected) collections of classic (and modern) Porsche and Volkswagen vehicles we've had the pleasure of visiting in quite some time. Many of the

“ It's refreshing to find enthusiasts working at every level of the business ”

cars on show have been used to test and develop JP products over the years, but this is far more than just a storage facility for retired R&D projects. This is an impressive collection of turn-key classics (and future collectibles), which has been accumulated over time by a passionate family of

petrolheads.

And that's the key – these are true enthusiasts' cars. They're not just static museum pieces, as can be seen from the trickle chargers hooked up to many of the

exhibits – these cars are all ready to be driven, and are regulars at car shows and local gatherings. And it's big: the showroom covers more than 1000m2, and includes a mezzanine floor, which features a cafe/bar. It's definitely a must-see if you ever get the opportunity when next visiting Denmark. **PW**

THE FAMILY BUSINESS JP GROUP WAS FOUNDED IN 1975 BY JOHANNES PEDERSEN – THUS THE "JP"

Johannes Pedersen's working life began as a bus driver but, in 1965, he began to dedicate all of his spare time to producing rubber mounts for cars and also rubber hammers and ashtrays.

This business provided Johannes with the finances required to invest in tools and machinery for the production of spare parts for his biggest interest: cars. This was how the business began – through pure passion. Johannes Pedersen died in 1992 at the age of 63 years old and was succeeded by his son, Martin.

Thanks to the dedication of the family, JP Group a/s has grown to become a well established, and strongly consolidated, business with activities worldwide and premises totalling more than 42,000 m2.

Martin Pedersen, the CEO of JP Group Holding a/s, was born in Viborg on the 5th August 1958 and has been running the company since 1992, when he took over from his father, Johannes Pedersen.

Martin Pedersen started working at JP Group a/s in 1983, only a few years after the establishment of the company.



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PROJECTS

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THE TEAM

STEVE BENNETT



996 C2

Something of a lull, with my 996 C2. I've gone as far as I can, but the next stage requires big-money and bigger than this year's budget can realistically handle. Still, at least it's good to drive now, which helps.



KEITH SEUME



CAYMAN 981

Getting used to the Cayman now – in fact, starting to think up some ideas to make it



'mine.' Colour change, maybe? After all, there are only so many silver cars the world can stand...

CHRIS HORTON



924S, 944

It's fair to say the 924S has rarely, if ever, seen so much attention in such a short period. Full



details in my report on p106 – and more still next month. The 944 lives, too – although it's some way off an MOT...

PETER SIMPSON



356C

Well I'm just back from a two-week break and have refreshed the batteries ready for some



much needed work on the Porsches. Just picked up some teledials to get the '72 911 rolling again.

BRETT FRASER



BOXSTER 3.2S

Gone for a set of those wonderful Fuchs-style Group 4 wheels, in red. And yes, on a yellow



car... Just need to sort out larger, 18-inch tyres. Hope to stick with Michelin, maybe Pilot Sport 4 this time.

JOHNNY TIPLER



BOXSTER 3.2S

Well, what can I say, apart from: 'read all about it.' Opposite you can get up on how I've



completely and radically changed the colour of my Boxster, with a whole new paint protection system.

JEREMY LAIRD



CAYMAN S

My Cayman is getting nervous and rightly so. In the 'Usual suspects' slot in this very issue,



I've 'fessed up as to how I'm obsessing over buying a Boxster 986. The Croc's time may be up if I find a good one.

SUMMERTIME BLUES

Choose a colour; any colour! With Spray and Peel, the palette is limitless. Or, if protecting the car's existing coachwork is paramount, the spray-on wrap is equally apt. Our project Boxster is car-ma chameleon.



Rhapsody in Blue? It wasn't that obvious at first. An infinite range of available hues makes colour choice incredibly perplexing. Pulled this way and that by precedents and preferences, for instance The Peppermint Pig and a certain Zanzibar Red 996 GT3, I have spent many a long hour mulling over paint charts trying to pin down that special shade in order to effect the switch. So, when I heard of Spray and Peel and it became apparent that a thoroughgoing spray-on wrap was available, without committing to the permanence of a full respray, suddenly the methodology was clear. And yet, colour selection remained unsolved.

The main hurdle was the Boxster's cockpit upholstery. It needed to be a harmonious, clash-free zone. Flesh-tone Terra Cotta is no friend of Lava Orange, say. But there is something to be said for adhering to traditional Porsche hues, and, having looked at current Zuffenhausen finishes, I began to narrow down the field. Graphite, like the Cayman that Antony Fraser and I travelled in to scale the Gaisberg Hillclimb, or Crayon, close to the 997 Sport Classic's fashionably pale grey, were standouts. At Porsche Experience Centre Silverstone I'd recently seen Miami Blue bedecking a 991 GT3, and from then on I started to get the blues.

My Googling daughter Zoë spotted it first. A Pinterest post of a 1960 356B cabriolet in Etna Blue with Terra Cotta seats. And there it was, back then spelled Aetna Blue, and reinstated on the Zuffenhausen colour card a few years ago. This subtle, classic blue with a hint of grey was unquestionably the way forward. To be certain, though, other blues were strummed: Gulf, Riviera,

Mexico, Mauritius, Teal, Tiffany, Sapphire, Cobalt – to name but a few. See what I mean? Spoiled for choice. And my 3.2 Carrera of yesteryear was Prussian, which I was fond of, and tonally not so different from Graphite. As for Mint? 'You have moved on,' said Zoë sagely.

Anyway, to business. I contacted Spray and Peel (also operating as Scratch and Peel) where principal John Isolda talked me through the process. He'd need the car for a week, so a date was set, I dropped the car off at John's Hatfield (Herts) paintshop, along with my camera, and surrendered myself to the mercies of the rail network.

Here's what happens. Firstly, the exterior is cleaned down, the front and rear bumper panels removed, light clusters, plates and door handles taken off, along with extraneous badging, the door rubbers peeled off so they can coat the door shuts, and the wheels and cabin thoroughly masked up. Then, one after another, eleven coats, no less, are sprayed on, with corresponding oven bakes in between each application. 'The primer builds up the vinyl base,' affirms John, 'and then the water-based products provide the colouring, and then we've got the activated material of the lacquer which goes over the top, and that is a clear gloss coat providing the protection.' The bumper panels are treated separately but in the same way. 'We pay special attention to the front and rear bumpers because they take most of the wear and tear on the vehicle.'

It's not simply a matter of spay-painting the primer and colour coats and leaving them to dry; this is akin to a full painting process: 'Baking time is actually a lot more involved than for a normal bake on a painted vehicle,' says John. 'Your car's been baked several times. The first bake

JOHNNY TIPLER

986 BOXSTER S

Occupation:

Freelance writer, author

Previous Porsches:

Carrera 3.2, 964 C2, 996 C2

Current Porsches:

Boxster S

Mods/options:

MO30 springs and roll bars. Car Graphic exhaust. Complete colour change

Contact:

john.tipler@paston.co.uk

johntipler.co.uk

This month:

A radical, but completely reversible colour change. Clever huh?

It's a wrap, but not in the traditional sense. Colour is from the early Porsche palette and called Etna Blue



Application is essentially no different to a normal painted respray, with a primer going on first. The difference is, this can be removed entirely to reveal the original paint in perfect condition

takes 30 minutes at 70° degrees, and then it gets sprayed again, and it's the same for each coat, then 60 minutes for the final top coat.'

Two technicians worked on my car. 'One technician goes around taking off all the patina of dirt, tar and grime, so we've got a clean surface to work with, then we strip the vehicle exactly as if we were going to re-spray it for a manufacturer or an insurance job. Then it's masked, and our painter James, who's been doing it for 30 years, applies the paint material. This has to be sprayed through two separate guns, one for

the base primers and one for the top coats. The air pressure has to be correct because it will make a difference in the way the material lies, and the nozzles of our spray guns have to be set up in a certain way because this material lies differently from a normal two-pack car lacquer. The Boxster takes around 50 man-hours to do, from start to finish, similar to a re-spray.'

John describes the other side of his business, Scratch and Peel, which employs the same techniques as Spray and Peel, but to more specific areas of the vehicle. 'Again, this is an invisible flexible shield that can be applied to any part of the car. The front of your car, the bonnet, grille, bumpers and valance are the most vulnerable areas and susceptible to damage from common road debris, but the wheels and side skirts can also receive a battering, and our process protects against vandalism, scratches, scuffs and stone chips. It has a full five-year warranty, and, at the end of the day, it's completely removable.' There's also the bonus that, even with a car bought on a PCP scheme, if it's been spray-protected using clear or coloured products – known as PPS (Paint Protection System), it can be

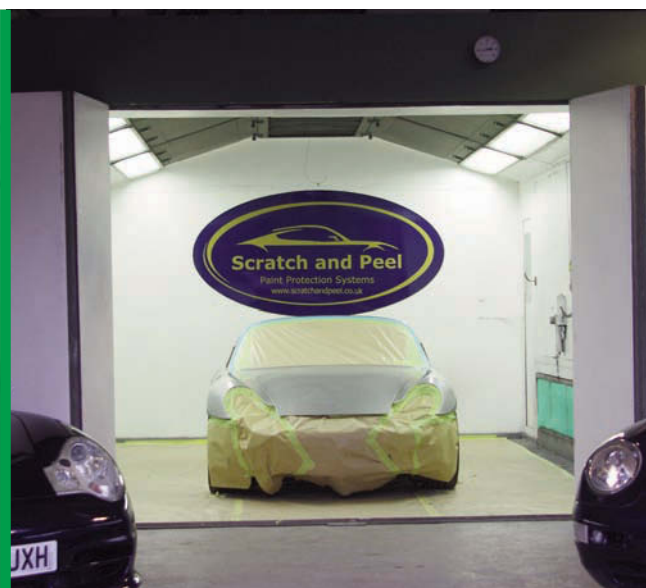
handed back after three years, totally immaculate, without incurring financial penalties for damaged paintwork. You could have your car painted in the latest OE colour and, with a private plate on it, anybody would think that you've got that version of the vehicle, and that's the beauty of the product, when you come to sell the vehicle you can put it back to the original colour, and meanwhile it's been protected from stone chips and scratches. You could have your car treated like this every five years, and eventually if you came to sell it, you could remove the film and it'd be free of stone chips and scratches.'

As if the gorgeous blue Etna hue was not enough to inspire, to further prove the point, John produces a demonstration wing panel that's been subjected to the Scratch and Peel treatment. He hands me a pound coin. 'Try and scratch the surface,' he goes. I play the vandal. No matter how hard I try to key the surface, it won't mark it. He refers me to a stray edge at the corner of the demo spray. 'Now see how readily it peels off,' he says. And sure enough, I nip my fingernails on the corner edge and the cladding strips back just like a clingfilm

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The colour goes on and, with the primer and finishing clear coat gloss, no less than 11 coats are applied, together with corresponding bake time in the oven



TECH: PROJECTS



coating. Both aspects of this overlay are fascinating: the fact that it is so resilient to deliberate and randomly applied forces, and yet can be easily detached if no longer desired.

'The quality of the spray protection finish is the same as a proper paint finish, and to a great extent that's down to the skill level of the people that are applying the products; they finish it off and polish it by hand, so we pick up little bits of static and machine polish it, but you can get an even higher gloss finish than a normal manufacturer finish with that lacquer.' And, what's more, it's self-healing: 'By applying hot water, any small chips or light scratches will disappear. It stays alive; it's a really weird chemical, the way the lacquer is formulated.' John is justifiably proud of the job he's done. 'At first glance you'd say that that vehicle has been painted in two-pack material and it's had a

proper re-spray, rather than a spray-wrap. You can always tell a wrapped car because you can see the cut-off lines and there will be blade marks in the original paintwork, too. Plus, you'll never get this level of gloss finish from a regular wrap.'

Having helped choose the colour in the first place, Zoë is keen to see the finished article, so we convene at Broxbourne, Herts, where John's main coachworks operation is located. It is interesting how the colour seems to change tones in different lights, especially inside and outside and in direct sunshine. In the paint booth it appears more like Graphite – not that I particularly mind – but in the great outdoors it is clearly Etna Blue. John is delighted. 'It's a great colour, and it really enhances the Boxster's styling details.' Indeed, somehow it has the effect of making it look like a much more expensive car, which is possibly

to do with the combination of the terracotta upholstery and the classy blue exterior. The thing about opting for a later shade from the factory chart is that the car's age becomes more ambiguous. Not only are parking blemishes concealed, the original ubiquitous silver is blanked, and the imagery is of something potentially much more recent. Or classic, if you prefer to look down the historical 356 route. Bring on those Fuchs wheels! Even Hexagon of Highgate Classics' dealer principal, Peter Smith, who glimpsed the car at a recent photoshoot, assumed it was a later model.

And Zoë's verdict? 'It's made it so that all the beautiful cues of Porsche design that make up this car, the subtle lines and curves, really come out in a way that they didn't before in that silver. It's gorgeous, isn't it?' I'd say that's a wrap: my summertime blues are cured. **PW**

Polished to mirror finish, the result is really very impressive and yes the Etna Blue does work with the Terra Cotta interior

CONTACT

John Isolda
Scratch and Peel
Unit 2, Bridge
Works
Nazeing New
Road
Broxbourne
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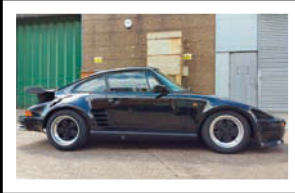
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ROLLING BACK THE YEARS

Sometimes you make the most progress on a project car when you least expect it. That was certainly the case for Chris Horton, when he finally got outside in the early summer and tackled a whole host of minor but pressing faults on the 924S



CHRIS HORTON
924S, 944

Occupation
Consultant editor,
911 & Porsche
World
Previous
Porsches 924S
Current
Porsches
924S, 944
Mods/options
The only significant
change is the
924S's later 944
wheels: same tele-
dial pattern, but
wider and with a
slightly different
offset – and much
better looking
Contact
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This month
An unexpected
burst of activity
sees all manner of
minor issues fixed
on the 924S,
and while the
944 will require
recommissioning
(again...) it seems
to have withstood a
winter in the open
remarkably well

One of the many luxuries I promised myself when I ceased to be the editor of this fine publication, now over a decade ago, was to spend more time with my cars. (And my family, of course...) It never really worked out quite like that – I had to earn a living (and still do), and gradually various other revenue-earning activities occupied the many hours that I would otherwise have spent hunched in front of the Mac – but eventually, older and I hope a bit wiser, I have come to realise that unless one gets out there and does something, anything, then one day soon it will all be too late. *Tempus fugit*, and all that.

Satisfying to report, then, that after a long period of inactivity during a long, cold and thoroughly demoralising winter, both the 924S and the 944 are making progress again. For the latter that means little more than my recent visit to see my friends at Auto Umbau, where the car has resided these past few months, to fit a replacement battery and give it a few runs up and down the Wrest Park estate's long driveway. Were the 'S' a sentient being, though, it would probably be reeling in shock at all the attention it has suddenly received. (Including, albeit not from me personally, new timing belts. See the how-to stories in the May and June issues of the magazine.)

The first job, which shamefully I had been thinking about – and deferring – for years, was eliminating the always nasty and now seized-up and frankly rather dangerous electric aerial that, as was the way of these things in the 1980s, had been fitted to a hole crudely drilled through the left-hand front wing. (It had seized with about three inches of the mast protruding from the panel, hence the potential hazard.) You might remember my earlier rant at the similar atrocity that had been perpetrated on the car's right-hand rear wing, for an external keyswitch for the after-market and by that stage utterly useless alarm system. Seriously, even then, who would do such things to a Porsche?

The tubular nut at the base of the antenna came undone quite easily, but I knew there would also be a lower support, tucked away beneath the outer panel, and to get at that I would first have to remove the special charcoal-filled canister via which the fuel system vents to the atmosphere. That, too, was surprisingly easy – just two 10mm-headed sheet-metal screws into so-called spire nuts on brackets inside the wheelarch; although none of the parts look to me like genuine Porsche items – and immediately brought with it the realisation that the rubber hose into the plastic canister, from the 'T'-piece inside the engine bay, had rotted through, obviously rendering that device

completely useless, as well.

The answer, in due course, will be simple enough: a new piece of hose, which for not entirely logical reasons of originality and authenticity I shall order from Porsche. Meanwhile, the canister has been 'filed' in the garage and, horror of horrors, all those nasty hydrocarbons are continuing to vent to the atmosphere via the open 'T'-piece – just as they have most likely been doing for perhaps the last decade or more. (Interesting to note, during a casual inspection at this year's TIPEC-organised Simply Porsche event at Beaulieu, Hampshire, that several other transaxle cars appeared to have been 'modified', either temporarily or permanently, in this way. Quick, send for the pollution police...)

With the canister removed I could see that the aerial was secured, via an equally crude and now corroded metal strap, by the screw also attaching the trailing edge of the wing to the 'A'-pillar. No surprise there, then. Remarkably, however, the screw was still in good enough condition for a 10mm socket to fit snugly, and came undone just as easily. This allowed me to pull the aerial forward and down and, since it would be going straight in the bin, summarily to cut through the cables. Most satisfying. (The 12-volt supply to the aerial motor had been disabled long ago, but had it not I would, of course, have disconnected the car's battery

Strange-looking cylindrical device is the carbon- (ie charcoal-) filled breather for the fuel system, designed to catch fumes from evaporation. Plainly it had not been doing anything remotely useful for some time. Luckily, however, the fixing screws (far left) came undone easily enough, allowing access to the truly horrible electric aerial. Hole in wing has since been tidied up with a rubber grommet, but it would be nice to have it welded and painted





Aerial lead passed through bulkhead via this stepped grommet (above), now filled with mastic sealant and pushed back into hole. Second photo shows where hose to charcoal canister used to connect, in left-hand rear corner of engine bay. View up inside the front wing shows layout of the various components. One annoyance was this broken tab on the indicator repeater lens – these are all rather fragile now

First row of photos below all explained in text. Bottom row: 'P'-clamp was slightly compressing radiator hose; missing wiper-spindle covers were replaced with two from a VW Passat; windscreen washer restored to full efficiency by ditching combined filter and one-way valve in bottle; fragmented sunvisor support in 944 replaced with new – with a few spares for the future

to avoid a possible short-circuit.)

The cables passed into the cabin through a further hole in the side of the bulkhead, sealed with a stepped tubular grommet with a slot down the side. Ideally that grommet needs to be replaced with something flatter, but for the time being I have closed off the hole by pressing some good, old-fashioned (and sadly now rather hard to find) Dum Dum mastic into the middle of the existing one. Likewise the hole in the wing itself I have temporarily plugged with a standard flat grommet, if only to protect my fingers from the sharp edge when washing the car. It would be nice to have the hole welded, though, so maybe I shall have that done when the rust in the lower areas of the front wings is dealt with – or, since it would be useful to have occasional access to news and traffic reports on my minimalist Blaupunkt radio, perhaps I shall fit a simple manual aerial. We shall see.

One other slight annoyance was the indicator repeater, whose tiny securing tab fractured as I removed it (purely to make it easier to attach the bulb holder again; talk about one thing leading inexorably to another...), but for the time being that, too, seems secure enough, and I know I have some original-equipment spares somewhere – the same orange lens was used on Mark 2 Golfs. (The first two that I found among my VW and Porsche spares are clearly pattern parts, with crudely moulded securing tabs, that I would fit only

in dire emergency. In fact, I think I shall simply discard those, as well.)

Next task was to fit a new generator drive-belt – for want of the correct item a job held over from when 'we' (that is to say Sid Malik at Porsche-Torque) did the timing belts. Whether it is the right one even now I am not sure – it's one rib narrower than the old one – but perhaps that's just a case of the manufacturer using a single part to suit both earlier and later vehicles. Either way, it works just fine. I first had to take off the power-steering belt, of course, and I would have liked finally to refit the engine's aluminium undertray, but it's a bit of a faff to do that, and the right-hand engine mount is scheduled for early replacement, so a few more weeks (months?) without it surely won't do any harm.

There was one other task held over from the timing-belt job, too. You might remember that the small separator plate, designed to prevent the toothed faces of the camshaft belt ever touching each other (which would obviously be Very Bad...) had at some earlier time been fitted with the wrong M6 securing nuts. Certainly they had been functioning well enough, but the correct Porsche ones not only have a specially designed shoulder, to locate inside the tubular ends of the plate, but crucially are also of the self-locking variety. Quite why someone had fitted some rather flimsy non-locking alternatives I shall never know – you really don't want stuff like this coming

adrift, do you? – but I wasn't happy about them, and so ordered a pair of the correct items from Porsche. Only slight problem was the price – around £5 EACH plus VAT. Oh, well, it's only money.

Fitting the nuts meant taking off the upper half of the plastic timing-belt cover, which was made easier by lifting one side of the car on a trolley jack for access to the lower screws, and also removing the airflow meter and air-filter assembly – and that alerted me to the slight misalignment of the 'P'-clip securing the top radiator hose to the filter bracket. That, too, was no big deal, but in truth it was very slightly squashing the hose, with a possible reduction in coolant flow, so straightening it would be well worth a few minutes' effort.

No more developments on the front-wing rust yet – I really do want to address that during the summer, while everything is nice and dry – and nor the shredded seats, although I've a lead on some reasonably comfortable-looking bucket jobs at a friend's garage, and looking like they need a good home. I've made a bit of progress on tidying up the door cards, too, but for obvious reasons of space that – and what turned out to be a full overhaul of the tailgate seal and the two latches – will have to wait until next time. Oh, and I think the fuel tank is starting to pinhole, just above one of the metal support straps: there is a faint but distinctive whiff of petrol at the blunt end. No rest for the wicked. **PW**



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WINDOW DRESSING A 911 TARGA: NOT FOR THE FAINT-HEARTED

I spent a fascinating day with Paul Ralhan (below) of Glasstec recently – precisely a year to the day since we first met to collaborate for a *911 & Porsche World* feature. (See pages 86–90 in the November 2017 issue for the resulting how-to story on fitting 993 Carrera front and rear windscreens, such that they no longer creak like some ancient wooden sailing ship.)

Our 'patient' this time was a 911 Targa nearing the end of a full repaint and reassembly job at Riviera Autobody in Ewelme, Oxfordshire, and to which Paul had been commissioned to refit the iconic but also famously awkward rear windscreen. (Actually, the main reason we had met there, not far from where I live, was so that he could also fit a new front screen to my VW Passat.

And let the record show that although I could possibly have had that done by Paul on the strength of the insurance policy, I chose to have him undertake the job – at my own expense – so that I could be sure it was done properly, and not least with a genuine VW part. The car is, for numerous reasons, a keeper.)

I came back with dozens of pictures and, tempting though it was to put together another full how-to story, I thought you – and particularly the air-cooled 911 Targa owners among you – might like to see just a few highlights.

Pour encourager les autres. Or maybe even to discourage, where necessary. Either way, the moral of the story is as straightforward as the job is challenging. You might well be able to remove your Targa's rear windscreen yourself,

but unless you are 100 per cent confident in your abilities to replace it satisfactorily, and also have the patience of a saint, then pay a professional – and a genuinely competent professional, at that – to put it back for you.

The first problem – and I am assuming that by this stage the body shell of your Targa will be in exemplary condition, and above all structurally sound and 'straight' – is to fit the new (genuine Porsche only, please) sealing rubber to the edge of the glass. That would be demanding enough at the best of times, such is the complexity of the inside of the extrusion, but is here compounded by the presence of the wires to the various sections of the demisting elements, all of which must be routed so that they sit in their

correct and often separate channels. (And you will have first equally carefully detached the wires from the old rubber, of course, with the precision approaching that required of a heart surgeon.)

Paul's technique, plainly honed from handling the task perhaps a dozen times, is to trial-fit the rubber, at this stage not worrying too much about the wires, but just carefully noting and/or physically marking where they have to be placed. This also proves that the rubber is fit for purpose. There followed, with the rubber still partially in position on the edge of the windscreen, further deft work with a pointed pick and a scalpel to make all the necessary holes, apertures and recesses inside the new rubber – being very careful not to remove too much material, or to damage any of the visible

areas. Or even the invisible ones, come to that, if they happen to play a part in the overall sealing process.

Paul had to do some delicate soldering, as well, in order to deal with one of the terminals bonded to the edge of the glass that had lost one of its two projecting tabs. He managed it, of course, albeit with some difficulty thanks to the age of the components, but I think that by then I would have given the whole thing up as a lost cause, and resigned myself to living without the marginal benefit of a heated rear window. There can't be too many early Targas that still routinely stand outside on frosty nights, and then need to be ready to go at a few moments' notice. (And without a heated front windscreen, still a luxury in far too many supposedly well-equipped



One of the first stages in the process is to cut the wires for the heated rear window out of the old rubber – although such will likely be the aggravation involved in fitting them to the new extrusion, and then fitting that over the edge of the glass, that you might consider simply abandoning the HRW facility. Paul Ralhan (far left), working on a customer's car, didn't have that option, of course – hence his obvious satisfaction in finally having the assembly ready for installation. And that, too, will be a bit of a battle...

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modern cars, you will in any case have to wait until the heater blower has safely cleared the front glass.)

Finally, with all of the wires routed and tucked into their channels and, after some further work with a hooked pick, with the edge of the glass sitting neatly in its own dedicated slot, Paul had the rubber fully and correctly in position, and was ready to begin the process of fitting the

assembly to the car. Er, except, of course, that he wasn't. Or not quite. Still to be added to their narrow slot in the outside face of the rubber seal were the two anodised-aluminium filler strips, and while this task would surely have become second nature to the poor factory staff who must have done it day in, day out, even for someone as experienced as Paul it brought the risk of pulling the rubber

itself back off the glass, and so having to start all over again.

The trick, perhaps rather counter-intuitively, was not to smother everything with some seemingly helpful silicone spray, but actually to remove from the rubber all traces of any previously applied grease, including the inevitable sweat from one's own fingers. (And they will be sweating, believe me.) Then, and beginning from the middle of the windscreen –

previously marked with the help of some yellow tape – Paul was able gently to work the end of the first similarly grease-free extrusion into position with one hand, simultaneously holding the next few inches of rubber, such that it couldn't slide off under the inevitable pressure. Fit the cover for the joint, slide the end of the second trim under it and repeat the process, and that was it. Easy...

OK, so now the glass was ready to fit to the car – or it was as soon as Paul had taken the precaution of securing the outside face of the rubber to it with some heavy-duty gaffer tape, anyway. (Don't fit an additional strip of tape on the inside. It will naturally be more difficult to remove within the confines of the cabin, but more importantly would also prevent you either 'stringing' or, as



Sliding the wires into position inside the new rubber is only half of the job – on older cars in particular you will probably have to make some repairs to the connections. Then you need to add the trim strips – without the rubber falling off the edge of the window, of course. Easier said than done, but having all components spotlessly clean and grease-free helps. Tape (bottom row, middle) should prevent rubber becoming dislodged while window is fitted to the car. Rubber designed to sit on a small bead of sealant

With 911 & Porsche World's consultant editor, Chris Horton



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Paul chose to do, hooking the lower lip of the extrusion over the flange on the body shell.) 'These screens would have

been fitted using the tried-and-tested cord method,' said Paul, 'and I am quite happy to do exactly that where it's

required. But here I think it's just going to be more trouble than it's worth. And even if you are very careful – and lucky – there is always a risk of tearing the rubber.'

My next few pictures tell their own story. Two, and at one point three, strong blokes, pushing, shoving, pressing and certainly sweating to hold the glass in position on the shell. And Paul, crammed into the rear of the 'cabin', slowly but surely easing the vital edge of the rubber seal over

the tantalisingly small metal flange that ultimately holds the entire window assembly in place at three-figure speeds. (The bolt-on stainless-steel cover for the roll-over hoop retains the leading edge of the rubber and glass against the slipstream, but the lower rear edge is secured by nothing more than the associated leverage, and not least gravity. And this system was used right the way through to the very end of 964 Targa production, remember.)

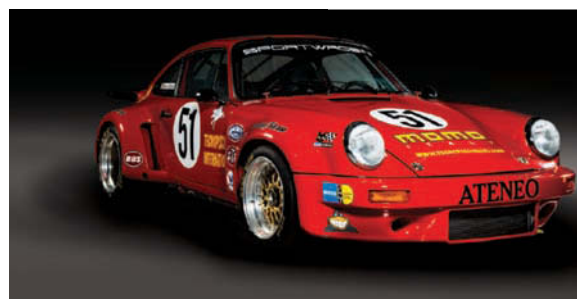
Finally, after about half an hour, the glass was safely in. It would be some time before that stainless-steel cover was installed, but Paul fitted the additional short trims at the base of the hoop, conscientiously protected the full length of the anodised strip with some non-adhesive masking tape, and quite reasonably downed the best part of a large bottle of water. I'd have needed something a lot stronger. And probably psychiatric help, too. **PW**

THE KNOWLEDGE

If you would like Paul Ralhan to deal with your Porsche glazing needs, go to glasstecauto.co.uk (not to be confused with other organisations with similar web addresses), or call him on 07974 216953. You can also find him on Facebook. As a rough guide to costs, expect to pay Paul around £200 plus parts and VAT for tackling a job such as this, with the precise figure determined by any additional work that may be necessary. A new rubber seal costs £89.02 from Porsche, and the set of five anodised trims (two strips and three short pieces) a total of £83.52. Both of those figures exclude VAT. Riviera Autobody – whose body prep and paintwork are second to none; I hope to show you more of both in due course – can be found at rivieraautobody.co.uk, or on 01491 834400.



It's a three- and occasionally even a four-man job to hold the assembled screen in the correct position, while someone inside the cabin eases the lip of the rubber over the small but none the less awkward flange on the body. In the Porsche factory they probably used the old-fashioned string method, but Paul Ralhan prefers to use an angled pick. Either way, take great care not to tear the rubber. Main picture shows screen safely in position, but still to be secured by the stainless-steel cover for the roll-over hoop



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



Porsche 911T 1972 Coupe 2.4L Manual Gearbox, LHD, Slate Grey with Red leather interior



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BUYERS' GUIDE: PORSCHE 993 TURBO

END OF A TURBO ERA

The 993 was the last of the air-cooled 911s, which makes the 993 Turbo the last of the air-cooled Turbo 911s. It's also the most sophisticated of the air-cooled cars, too, mixing twin turbos with a permanent four-wheel drive system. Typically of the 911 Turbo it mixed performance and practicality for the ultimate Super 911

It's ironic that while the 993, launched in late 1993, is lauded by many enthusiasts as the last "real", uncompromised 911 generation, the turbocharged version was also the first truly high tech 911 Turbo. It was the first model with twin turbos, and the first to come as standard with the added traction of four-wheel-drive.

The Turbo arrived two years into the 993's life, by which time Zuffenhausen had decided that the future lay in extending the appeal of its cars beyond the traditional Porsche enthusiast, reaching out to the likes of BMW and Mercedes drivers; the water-cooled Boxster and 996 were

poised for launch. The car was announced in early 1995, seen in the metal at the Geneva motor show in March, and on sale shortly after.

Even by the high standards of air-cooled 911s, the 993 Turbo has become an auction room superstar, along with other GT models of the 1990s such as the RS and GT2, fetching huge prices; for example RM Sotheby's sold a 1998 example with 24,400 miles from a private collection for £313,600 in September 2016.

It's now 20 years since the last 993 Turbo was made, and although most will now be cosseted in garages and collections, there are still problems to

look out for when buying. Here we guide you through them.

DESIGN, EVOLUTION

Like its predecessor, the Turbo used a wide-bodied shell and its curvaceous rear wing was fixed in position, rather than automatically lifting and lowering depending on road speed, as does the Carrera's. The 993 Turbo not surprisingly pushed out the envelope of Porsche power: with a KKK turbocharger and intercooler for each cylinder bank, lightened pistons and crankshaft, and a revised Bosch Motronic system the 3.6-litre, two-valve engine gave



The 993 Turbo followed a familiar wide-bodied path. Extra kudos for this example in rarely specced, but in demand, Riviera Blue

Only the fixed rear wing distinguishes the 993 Turbo from a 993 C4S. Later models of the Turbo S featured scoops in the rear wings. The 'Turbo twist' 18in wheels would also see service on the 996



408bhp and 398lb ft of torque at 4500rpm, up 13 and four per cent respectively over the later 964 Turbo.

Like the normal 993, the Turbo used a six-speed manual gearbox, and the torque-split of the four-wheel drive transmission is, naturally, rear biased. Handsome 18-inch alloy wheels wore 225/40 tyres at the front and at the time almost rubber-band-thin aspect ratio 285/30s at the rear. There was more than enough space between the five spokes to see the oversized drilled brake discs and big red calipers.

The UK price back in 1995 was an eye watering £92,000, over £30,000 more than a Carrera 4, and by the end of production it was listed at £98,000 – actually more than the 996 Turbo would be when launched. But at least the standard UK spec was pretty much all you needed: metallic paint, air-conditioning, leather (cloth was a no-cost option), and comprehensive interior equipment.

But Porsche could probably have charged what it liked for the car, given the strength of demand. It continued in

production for a year after the 996 arrived, total output standing at around 8000 by 1998 (the obvious reason for it being so sought after was the lack of a 996 Turbo, which arrived for the 2000 model year).

Most would agree that the 993 Turbo is a truly gorgeous looker. With its bulging arches, side skirts and spoilers it's even more of an eyeful than the handsome standard 993, but at the same time it remains elegant, and even quite subtle compared to the full-on style of the 964 and 930 Turbos.

And in the usual Porsche Turbo style of the time, there's very little inside to remind you that the car you were about to drive off in had around half as much power and torque again as the normally aspirated 993. The seats looked the same, as did the fascia. There's a boost gauge built into the rev counter, but it's a rather feeble digital affair, almost as if Porsche didn't want you to notice it.

Porsche made the X50 power upgrade available, its recalibrated ECU increasing power to 424bhp. In 1998, as a swansong

993 model, the 911 Turbo S was introduced, costing just under £30,000 more and built in small numbers. The engine was retuned for 443bhp at 6000rpm and 431lb ft torque at 4500rpm, while a double spoiler adorned the tail, the front spoiler had extra air vents, and the brake calipers were painted yellow.

DRIVING THE 993 TURBO

If you're expecting fireworks when the ignition key is twisted, disappointment may result. The engine bursts into life enthusiastically but settles down to a normal 911 tickover. The clutch is light, the gearshift easy, and so far it's like any other 993.

Hence the Turbo is completely untemperamental to drive in traffic. Indeed, when cruising around on half throttle it doesn't feel much like a turbocharged car. But when the throttle is floored the fireworks begin. At around 2000rpm boost begins to register on the gauge, and almost instantly a flood of torque arrives, which doesn't tail off until 6000rpm.

The Turbo's engine lacks the fiery feel of the normal Carrera, but it's certainly quick. At the time Porsche claimed a zero to 60mph of 4.5sec, and the four-wheel-drive traction plays its part. High revs are needed to prevent the engine bogging under the near unbreakable grip of the tyres, but judged correctly the Turbo will shoot straight off the line with no time lost through wheelspin.

The 993's interior was the last of the traditional style 911, with its classic instrument display, flawed ergonomics, and some quite cheap looking trim. It was dated even in 1995, but that's one reason people love it.

WHAT YOU'LL PAY

The 993 was the first air-cooled 911 to appreciate in value, seen as the last and best of the air-cooled models, although with 911 prices shooting up recently, all other

SPECIFICATIONS

993-model 911 Turbo/Turbo S

Engine:	3600cc air-cooled flat-six
Max power:	408bhp at 5750rpm/443bhp at 6000rpm
Max torque:	398lb ft at 4500rpm/431lb ft at 4500rpm
Transmission:	Six-speed manual. Permanent four-wheel drive, rear-biased torque-split
Brakes:	Vented discs front and rear
Wheels (front, rear):	8Jx18-inch, 10J x 18-inch
Tyres (front, rear):	225/40 ZR18, 285/30 ZR18
Weight:	1500kg
0-62mph:	3.7/3.9sec
Max speed:	180mph/180mph-plus

Production years 1995-1998/1998

Number built approximately 8000

Technical data from Porsche, performance figures from *Autocar*

Maintenance costs (including labour and VAT)

Minor service £345

Major service £510

Replacement front brake discs and pads £1200

Replace the manual transmission clutch £3000

Replace an O2 sensor £265

Replace a leaking steering rack £1000

Four premium brand tyres (225/40 ZR18, 285/30 ZR18) £980

Servicing and parts prices from Auto Umbau

WHAT YOU'LL PAY

£80,000–£100,000: 993 Turbos with six-figure mileage, but very rare at this price
£100,000–£150,000 Most cars are priced in this bracket, expect 50,000–80,000 miles and a full history
£150,000–£200,000 The very best examples, immaculate, full Porsche history and under 40,000 miles

pre-996 911 Carreras achieve upwards of £40,000 if decent. But for a Turbo, you'll have to at least double that budget because there's not much around for less than £100,000; most are advertised as "price on application".

But if you have the cash, you have a choice of cars for sale. London premium classics dealer Hexagon was offering four 993 Turbo coupes, from a black 1996 car with 23,650 miles at £159,995 to a burgundy example with just 2200 miles, and also the power pack option, at £189,995. 4Star Classics in Hampshire was asking £169,000 for a white 1997 car with 18,600 miles.

Porsche Centres also had stock, and, perhaps surprisingly, not the most expensive cars. Porsche Centre Nottingham was advertising a black, two-owner Turbo with 59,000 miles for £109,999, Hatfield a silver car with 59,000 miles for £129,900, and Cardiff a red one with 41,350 miles at £145,990.

WHAT TO LOOK FOR ENGINE AND TRANSMISSION

According to Robin McKenzie of Bedfordshire Porsche specialist Auto Umbau, the engine is bulletproof, thanks in part to its hydraulic tappets, but the turbos can leak due to the wrong type of oil being used. 'There is a non-return valve in the

turbo filter which stops the oil back-filling from the engine oil supply, he explains. 'I have read on forums about people having expensive, unnecessary turbo rebuilds from garages that have fitted the standard 993 oil filter instead of the turbo type.'

Oil leaks can occur from gaskets when they're old, and rubber pipes can perish or deform if they have been taken off and not put back on properly. 'Check for spark plug changes in the service history, as this is an expensive job,' Robin advises.

O2 sensors (which monitor how much unburned oxygen is in the exhaust) can fail and cause the engine to run rough and lumpy, while exhaust heat shields fail and cause rattles. Temperature senders often fail and the oil gauge shows the highest temperature.

There are rarely transmission issues other than oil seals leaking and CV boots perishing. 'I've not heard of a 993 Turbo 'box needing a rebuild, but then they rarely come in for major works,' says Robin. Clutch pedals can stick down or feel sticky due to the dust cover breaking up and dirt getting on the cylinder rod.

SUSPENSION AND STEERING

Bushes on the suspension, which was beefed up over the standard 993, can perish, but in the chassis department leaking steering racks are probably the

WHAT THE PRESS SAID

'That Porsche's 911 Turbo is one of the quickest cars we have driven is beyond doubt. It would take a highly skilled driver at the wheel of a McLaren F1 to put distance between it from A to B. But this does not mean it is one of the best cars we've driven, or even one of the best 911s. You admire the Turbo for what it is capable of, respect it deeply for its astonishing abilities. But none of us lusts to own one like we do a basic Carrera. Which says it all.'

Autocar, 911 Turbo road test, 31st May, 1995

'In the world of internal combustion power plays, essentially no production car sold in America can out-muscle the '96 Porsche 911 Turbo in flat-out acceleration. With a staggering 400 horsepower pumping from the loins of its twin-turbocharged, twin-intercooled, 3.6-litre SOHC flat-six, with all-wheel drive and 18-inch rubber to claw the ground, with a close-ratio six-speed gearbox to stir your soul, and with high-downforce bodywork of scoops, slats, grilles and appendages, the most brutal street Porsche ever produced is also the ultimate roadside predator.'

Car and Driver, 911 Turbo road test, June 1995

main failure, Robin reckons. 'Make sure you have standard 993 Turbo suspension, and get the tracking done properly – this will take several hours if all goes well,' he tells us.

BRAKES

Inspect the calipers as, on all "big reds", peeling lacquer is a problem. 'Poor cleaning of the caliper can increase fuel consumption as the pads lift and bind, and sometimes fitting the shims is forgotten about, which causes a clunk to be heard under braking,' Robin says. Warped and/or corroded discs will reduce braking efficiency and can vibrate the steering

In terms of supply and demand, there is no huge shortage of 993 Turbos on the market and prices range from between £110,000 to around £190,000, with exceptional, ultra-low mileage cars at £300,000+



Right: Engine is pretty tough and capable of big miles. Below: Interior is a good indicator as to how well a 993 Turbo has been looked after



wheel under braking.

WHEELS

The Turbo's wheels are hollow spoke, so check the correct rims are fitted. 'This is easy, as as the rear of the spokes are smooth,' Robin reveals. Check wheels for refurbishment and kerb damage, a kerbed wheel quite likely to produce vibration through the steering wheel.

BODYWORK

There should not be any serious rust on the outer bodywork, but it's a good idea to apply a paint thickness meter (a magnet can be used instead) to check if there's filler about. A poorly fitted replacement front windscreen stores up trouble: 'This can start rust under the window seal, which only comes to light years afterwards,' Robin warns, 'and grit behind the rubber seals at the bottom of the rear window can also cause corrosion. But this is easy to see, as is rust on the top of the catch plate where the rear window meets the door.'

Expect the door window frames to corrode, rendering them unsightly, and

there may be some rust at the edges of the lower wheel arches, where stones and gravel are thrown up by the tyres. 'It is normal for windscreens to creek, and only Pilkington make the front windscreens, as the original source is no longer available,' Robin tells us. Headlight lenses get stone chipped, but are easy to replace.

ELECTRICS

There are a few niggles: 'Switches can fail, causing the interior boot light to stay on, which flattens the battery,' Robin says, 'and window relays can fail, meaning the switches are constantly live, which also drains the battery. Poorly wired stereos do the same if the permanent and ignition feed have been crossed over.' Speedometers/odometers are now at the problematic age, so again check that the mileage is clocking up when you take a test drive.

INTERIOR

The driver's seat side bolsters are where most of the wear will be showing. 'Check all

the things people touch for wear, to estimate whether the mileage is genuine,' Robin suggests. The boot carpet is no longer available in grey, so make sure this is in good condition. Steering wheels smooth off and look and feel worn out, while instrument dials fade due to sunlight.

VERDICT

The 993 was the first of the crushingly effective 911 Turbos, with its more usable engine and four-wheel-drive transmission. However, if you want thrills and noise, go for the 911 Carrera whose normally aspirated engine is more fun. If you don't own one, you've missed the boat because values have now topped six-figures, but as the last of the air-cooled 911 Turbos, the blown 993 certainly does not lack cachet, which will be reason enough for collectors to continue to drive values skywards. **PW**

SPOTTED FOR SALE

Private seller

1995 911 Turbo coupe, left-hand-drive, purple metallic, white interior, special order trim and instruments, 45,000km (28,125 miles), £160,000, Bruges, Belgium

Supercar dealer

1995/M 911 Turbo coupe, right-hand-drive, dark red, black leather, 65,000 miles, £129,950, Staffordshire
avantgardeclassics.co.uk

Porsche Centre

1997/P 911 Turbo coupe, right-hand-drive, black, black leather, 59,100 miles, £109,999
Porsche Centre Nottingham

USEFUL CONTACTS

Auto Umbau Porsche
A Bedfordshire classic Porsche specialist for a number of years, and steeped in air-cooled 911s. Offers sales and servicing/repairs, and our technical consultant for this Buyers' Guide
classicporsche.repairs.co.uk

Euro Car Parts
Carries a wide range of competitively priced independent parts
eurocarparts.com

BUYERS' CHECKLIST

The turbos can leak if the wrong grade of engine oil has been used
Check for oil leaks from all gaskets, as air-cooled Porsche engines are known to leak
A failed O2 sensor can make the engine run badly
The rubber boots on the transmission's constant velocity joints can perish and leak oil
Steering racks commonly leak oil
Lacquer can peel from the brake calipers, leaving them unsightly
Corrosion attacks under the front and rear screens, and the door frames
Failed interior electrical switches can stay live and flatten the battery
Look at the side bolsters on the driver's seat on the door-side, as entry/exit wears them

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Porsches bought & sold

DEALER TALK:

NORTHWAY PORSCHE

As a school leaver, Ray Northway was taken on as an apprentice for Porsche in the UK. He's been with the marque ever since, though for over 25 years running his own business not far from Porsche in Reading



How long have you been in the Porsche business?

I was lucky enough to walk straight out of school at 17 and into Porsche Cars Great Britain in the first year they decided to take on an apprentice technician. I already had a job lined up at a local VW/Audi main dealer, but didn't have to think very long about which cars I would like to work with. I undertook a five-year apprenticeship and stayed on for around another five years, moving with them to the current site they share with Porsche Centre Reading, before setting up on my own.

What Porsches do you specialise in?

We service and repair as well as sell, and cover post-1978 cars, the 911SC and the early front-engined, water-cooled cars right through to the current models, usually once they are two to three years old. We rebuild air- and water-cooled engines, and manual transmissions from the 911SC, Carrera 3.2, 964, 993, 996 and 997, and with four full-time technicians plus myself have a busy shop, and always a lead time of a few weeks. We also sell pretty much all Porsches with the exception of early Cayennes and Panameras.

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

The cheapest is a mint 2008 Boxster S Sport Edition at £20,995 that has only done 22,000 miles and has a great spec. The most expensive is a 993 Turbo S at £235,000, a UK-supplied car and one of only a few to be delivered in 1998.

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

A good 996 is a great entry-level

Porsche, and can be used sparingly or regularly. It does seem a little crazy that a few years ago air-cooled cars were under £20,000, but the 996 is now the only 911 you can buy for this price.

Where do you get your stock from?

We have a big customer base through our 25 plus years of servicing, so that usually means I can buy cars I know from people I know. It seems that cars are upgraded more often now, and people tend to move houses and jobs more, which can lead to a sale. I also buy from other traders and non-Porsche main dealers locally that know what models we like and can pay well for.

What warranty do you give, or sell?

Every Porsche we sell has a warranty, six or 12 months depending on its price and age, and this can be extended by the new owner for up to two years. We will always try and carry out any repairs in-house if the car is local.

What's "hot" at the moment?

Gen 2 997s are good news. The post-2009 997 seems to be the same money now as it was two years ago, so with great reliability and no depreciation it's an excellent buy. Good, late, manual 996 Carreras are harder to find that you might imagine, so they do not hang around long.

What's best value at the moment?

Much as I like air-cooled cars, in terms of value they can be costly if you get it wrong. Of course, if you have owned one for many years then they have proven to be great value. The 2012 981

Boxster/Cayman and 991s I think are the best value if you can stretch to them, as they are around half the cost of a new car, look almost identical and really feel and drive like a more modern car compared to previous models.

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

I had a 993 3.8 RS that I wish I had kept, as it was fantastic. I have just sold a 991 Carrera 4S that I really liked and my daughter wanted me to keep.

What car do you drive every day?

I live next door to the business so tend to use the company VW T5 transporter as it has so many uses, or a Land Cruiser, it being a bit rural here. If we buy a nice car for stock I will use it for a few days before prepping it for sale and before the "sold" slip gets to the DVLA. If we rebuild an engine, it will need miles putting on it before it goes out, and I find evenings after the traffic are great for this.

What are your plans for the future?

We have grown steadily and even though we own a pretty big site, we would need to move to take the business further. We have discussed it and while it may happen, things are far from broken at the moment so we're happy to carry on as we are.

Contact

Northway Porsche
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HELPING YOU BUY YOUR PORSCHE

PORSCHE CENTRES SELL OLDER CARS

Your perception may be that Porsche Centres are only interested in selling new or nearly new Porsches. That's changing a bit, particularly since the values of 'young classics', especially air-cooled 911s began to rise quickly several years ago.

But while you might not be in the market for a 911 Carrera 3.2 Cabriolet at £45,000, other models are looking attractive and affordable propositions. How about a 2006/06 registration Boxster with just 36,500 miles for £20,000 at Porsche Centre Leicester, the 12-year-old covered by a more comprehensive warranty than you're likely to find elsewhere? Or a Cayman S from the same year at £21,990 at Sutton Coldfield? There's keen value within the Porsche network – but you have to seek it out.



HELPING YOU LOOK AFTER YOUR PORSCHE

CLEANING YOUR CAR – THE RIGHT WAY

Some of us hate washing and polishing cars. But owners who see it as an important and enjoyable part of ownership may be interested in the video that the website Car Throttle and car care specialist Meguiar's have jointly produced (which can be seen on CT's Facebook page) claiming to debunk some of the common myths.

Beliefs discredited include, 'Washing my car with dish soap is perfectly fine', and "All waxes are the same", which some might argue does not represent a particularly neutral stance from a company in the business of selling specialised car cleaning products. But US-based Meguiar's is a long standing expert in this field, so we can expect a lot of useful tips, with specific sections on car washing, paint correction, paint protection and wheel cleaning.



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£1800 ovno P0818/010

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Is the current flat classic car market a decline or merely a correction before prices head back up? It's impossible to predict, but it does mean that collectable Porsches at all price levels are slightly more affordable, David Sutherland concludes



930 Turbo, DNS, £135k-£155K estimate at Historics Brooklands sale

We're presently in the quiet period of the international classic car auction season. Scottsdale in Arizona in January and Amelia Island in March, the two major early-year sales weekends, are now history, and nothing big happens until late August when anyone who's anyone in the concours classic world descends on Monterey in California to network at glamorous receptions and perhaps also pop in a bid on something that'll go for high six or even seven figures.

A good time, then, to reflect on what's happening in the real world at, let's say, under £50,000. It seems that Porsches at this level are taking their lead from those that star at the swanky top end sales hosted by RM Sotheby's, Gooding & Company and Bonhams – and not selling. It's a buyer's market, the experts say.

At Historics at Brooklands' most recent sale, on May 19, 24 hopeful sellers entered their Porsches, expecting between £13,000 (a 1987

944) and £155,000 (a 1989 911 Turbo), but only 11 found a buyer. The cheapest sold was the above mentioned 944 which made £9500 (incl buyer's premium), and the highest priced a left-hand-drive 1970 911T in show condition for £68,320.

'Porsche has had a terrifically strong market internationally, but now it's starting to cool, with prices more sensitive, and this is reflected locally,' commented an Historics spokesman.

The unsold metallic grey 930 Turbo, with 29,500 miles and described as 'outstanding', was one of four 930s entered – none of the other three found buyers either. These were a white 1986 car in left-hand drive with 45,400 miles carrying a pre-sale estimate of £72,000-£80,000, a bronze 1980 example with 99,200 miles (£80,000-£88,000) and a 1980 car with 72,579 miles, and which in 1986 had been exported to Australia where it was turned into a 911 Turbo SE, or "Flatnose" lookalike (£60,000-£68,000). In fact this was not the only Flatnose conversion in the sale: a 1979 911SC that 'at

some stage' but probably in California, had had the nose job; £28,000 to £34,000 was expected of it, but a sufficiently enthusiastic bidder was not present.

A 1990 944 Turbo (£26,000-£30,000) with indeterminate mileage did not sell, nor did a 1988 944 Turbo S (£24,000-£30,000). So to anyone considering selling their blown Porsche at auction, here is some simple advice: keep the reserve realistic, otherwise you're heading for "DNS" status, which could blight the car and make it even harder to sell thereafter.

The high prices asked for 930s, a turn-off for bidders at the Surrey sale, made the 996 Turbo sold look excellent value for money. A reserve somewhere between £52,000 and £65,000 was too optimistic for the 2006, just 13,300 miles from new 911 Turbo, but a 2003 example with 46,400 miles and carrying a £45,000-£53,000 estimate made £46,412.

This was the sole turbocharged Porsche to sell on the day, and offered an interesting water-cooled versus air-cooled perspective:

the 930 is among the most coveted of 911s, but the 996 Turbo, so far lacking collector appeal, is frankly twice the drive, but half the price. If a £46,412 Porsche can ever be called a "bargain", then this fine looking black over black leather example with full history, and which cost £88k when new, must be it.

The Historics sale provided some interesting snap shots of how the performing in the market. Presently the 997-model 911 is being touted as the next big thing, the last "analogue" 911, and with an engine providing a proper Porsche soundtrack. But the 2006 Carrera 4S with a not unreasonable 84,900 miles and 'an impressive Porsche main dealer and specialist service record', made only £20,945. That was in fact towards the top of the estimate band, but was £5800 below the "trade" value that price expert Glass's quotes, and £10,800 below its "retail" price. Perhaps the engine bore scoring and IMS issues that can affect gen 1 997 Carreras are generating buyer caution.

Winding back a generation, the sale showed that ordinary 996s still make ordinary money unless they are one of the more sought after models such as the Carrera 4S. A 2002 911 Carrera Targa in a love-it-or-loathe-it Orient Red was pre-sale estimated at £12,000-£17,000 and went under the hammer at £14,560; Glass's still lists this age of 911, giving trade as £10,510 and retail of £15,120.

Stepping back one more 911 generation left us wondering if the 993 is beginning to lose its added cachet over the preceding 964 and Carrera 3.2. A 1995 911 Carrera 4 in Iris Blue over grey leather, only 80,000 miles, full history and long term father/son ownership – in other words ticking all the boxes – fetched £45,360, while a few lots ahead, a decent 1994 911 Carrera Cabriolet with 88,000 miles and a £37,000-£43,000 estimate sold for £39,200. Neither price seemed runaway bidding to us, probably little if any more than an above average Carrera 3.2 or 964 would make. That said, a 1990 911 Carrera 4 in striking Guards Red, which Historics said was "realistically estimated" (£28,000-£34,000) was a DNS; perhaps the 133,600 miles put bidders off.

If you thought that Porsche 356s had ascended to unattainable prices, the Historics sale put us right to the fact that £50,000 to £60,000 gets you a good, restored example, so long as you're not expecting a Speedster. A 1962 356B, on which £45,000 had been spent, sold for £56,000 – surely proof that restoration costs might not be recouped when a classic car is sold.

Auction people always warn us not to pick trends out of a single sale, because things can turn round completely at the next one. But one thing's for sure: if a classic 911 is what you want, the lull, or correction, in the market is making this a good time to buy it.



944, £9500



911T, £68,320



996 Targa, £14,560



911 Carrera 4S, £20,945



993 Cabriolet, £39,200

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Nice Porsche number plate, 'VGS 911S', offers over £1000? Tel: 07768 938967. Email: thejrobinson@icloud.com. **£1400** P0818/040

REGISTRATIONS

GT03 DKT

'GT03 DKT'
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NLG 991T

Registration 'NLG 991T' for sale
An interesting registration number 'NLG 991T' for sale, currently on my motorbike but easily transferred, buyer to pay fees. Tel: 07764 229155. Email: peter.bull@horizonaerospace.com. **£1500** P0818/044

JCZ 4911

Registration 'JCZ 4911' for sale
Number is on retention certificate and ready for immediate transfer, price includes all transfer costs. Tel: 07889 359184. Email: eddie.fry@talk21.com. **£1150** P0818/042

N26 POR

Great plate for any Porsche
For sale is my Porsche registration 'N26 POR', on retention certificate, great plate on any Porsche after 1994, price to include new plates and fixings, DVLA fee payable. Tel: 07491 666163. Email: sbeazer911@gmail.com. **£495** P0818/038



Cherished number plate 'R911 TUR'
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REGISTRATIONS



Number plate
Number plate for sale, 'F4C ME', call for more details. Tel: 01246 590698. **Offers** P0818/021

L911 BAD

Porsche cherished number
'L911 BAD', complementary number for a special 911. Tel: 07415 252911. Email: keithnicko@aol.com. **£3850** P0818/041

JJI 9115

Registration for sale
'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com. **£2000** P0818/007

PARTS

933 transmission bracket
Part # 993 375 313. Tel: 01423 709175. **£30 incl post** P0818/002

PARTS

Porsche Boxster 986 hard top and stand
Genuine Porsche Boxster (986) hard top finished in Lapis Blue, as new condition, little used as car was kept for summer only. Heated rear glass screen, interior trim is black and also in great condition, supplied with stand to keep hard top safe and secure. I also have a genuine OPC sourced fitting kit available if needed. Tel: 07766 513343. Email: ravbabbra@outlook.com (Wiltshire). **£500** P0818/015

Porsche 964 replica Speedline alloys with tyres
Replica Speedline 17" split rim alloys with brand new Toyo tyres, never been fitted to a car, fronts 235-45-17, rears 274-40-17, rear tyres have not even been fitted to rims yet. Please call or mail for more info and collection/delivery details. Tel: 07825 610480. Email: george.seb@live.co.uk (London). **£1250** P0818/016

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Original 3-spoke Porsche steering wheel in black leather for Tiptronic 996, 986 and 993(?). Professionally fitted with paddle-changers, Porsche connectors, true plug-and-play. Condition as new, contact for detailed images. Tel: +31 651 622105. Email: yimex@hotmail.com (Netherlands). **£750** P0818/008

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With *911* & *Porsche World's* international Porsche adventurer, Johnny Tipler

PORSCHE 968 1993 'L' 154,290 MILES £16,500



Porsche's transaxle models are unusual in that, especially with 944s and 968s, advertisers will openly announce quite substantial six figure mileages: it is almost a declaration of faith in these admittedly very robust sports cars. This 25-year-old 968 with an indicated 154,000 miles is no exception. A two owner car, it spent five years in Edinburgh before moving south, sharing the next two decades with an owner in Poole. The history file is quite comprehensive with regular invoices from Bournemouth Porsche; the MOTs show annual mileages falling off significantly in the last ten years – barely 4000 miles in the last eight, accompanying its long term owner perhaps into retirement. Finished in black with a grey leather interior, this 968 is correct – there is no discernible damage or corrosion, but it has suffered from sitting immobile and long term exposure to the elements. There is verdigris around the window seals and doors and the bonnet and wings in particular have faded beyond redemption, which really would demand a full body respray to match all the panels as well as refitting the body trims. The bottom edge of the windscreen is beginning to delaminate.

Inside, the seats and control surfaces are grubby, but together with the carpet which beneath the overmats is as new, there is little that would not respond to thorough cleaning. Only a section of torn rooflining and the frayed bolster of the driver's seat

potentially require professional intervention. All the electrical equipment works, the windows even reasonably quick in operation. A heater valve appears to have stuck through lack of use as the fan blows only warm air into the cabin. The big four fires and settles to an even 950rpm idle; on the road it pulls smoothly, enthusiastically from 3000rpm and there is no snatch from the transmission, the harmony of nicely weighted clutch and six speed as pleasing today as probably when this 968 was new. Fully warmed up the instruments indicate correct oil pressure and temperature and the 968 is keen to demonstrate its sports car credentials, revving easily to 6000rpm in the lower ratios accompanied by a distinctly rorty exhaust note (which might prove tiring on longer tips). The steering has all the expected Porsche precision and the 968 corners confidently, never losing its poise; if the tiltable roof rattles on some road surfaces, there are no signs or sounds of distress from underneath and mechanically the car feels very sound. A cursory inspection of the underside shows no obvious signs of weep from the transaxle and under the bonnet, the elegantly sculpted slant four has corroded superficially, but everything is completely dry with no significant hot oil or coolant smells. The tyres are newish Continentals and the brakes have plenty of life: in fact that goes for the whole car which really needs just a proper paint job and sustained detailing.

CHECKLIST

BACKGROUND

The 968 was a development of the 944: After almost a decade the popularity of Porsche's transaxle stalwart was waning. In particular the four-cylinder engine lacked the smoothness and performance of cheaper rival offerings from Nissan and Toyota. Plans to install a 3.3 V8 or even a straight six design that Weissach was developing for Volvo were scotched by Branitski's cost cutting. In the end Porsche's innate ability to squeeze more life from old engines prevailed again: The application of Variocam technology, effectively manipulating valve timing mechanically instead of depending entirely on the injection's electronics saved the day: so installed on the twin cam 16 valve 3.0 of the 944S2 it produced 240bhp at 6200rpm and impressive torque of 225lb ft. 944 Turbo brakes were fitted and the Audi-derived six-speed garnered much praise. A Tiptronic four-speed auto was also new. Meanwhile Lagaa's stylists had transformed the 944 front to endow the corporate look of the 928 and the soon-to-be-announced 993. But if senior engineers Hensler and Falk had wanted to present the 968 as an evolution of the 944S2, they were overridden by a management keen for the 'good news story' of a completely new model, which was how the 968 would be launched in 1991. And it was a good car – competent, fast and with the unimpeachable handling balance, which still makes the Clubsport version a sought-after variant. Customers were not fooled though and for £35,000 (UK) many would have expected a 'six'. A mere 11,000 968s were sold, and the transaxle had had its day at Porsche: as the first 968s hit the showrooms, the designers had already drawn the Boxster concept.

WHERE IS IT?

Martyn's Car Sales, Guildford Road, Chertsey KT16 9LX. Tel: 07768 017781

FOR

Comprehensive two owner history; strong engine, mechanicals.

AGAINST

Cabin needs tlc and body requires a full respray to look presentable.

VERDICT

Sound example; fine daily driver and project car for transaxle enthusiast.

VALUE AT A GLANCE

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



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Rare gold BBS RS 16" for classic 911, fronts - 7J ET24, rears - 8J ET11. All four centre waffles are present and the removal tool is included, in excellent original condition with no damage to them at all and currently the only set available in the UK, contact for high resolution photos. Tel: 07769 163548. Email: matthewsmichael@hotmail.com (London). **£1500** P0818/011



Genuine 17" Cup 2 wheels for sale

Removed from my 993 Coupe, genuine set of 17" Cup 2 wheels in excellent condition, no kerbing or pitting, just a couple of very small marks on two wheels. 7J x17 ET55 and 9J x17 ET70, part no's 993 362 124.00 and 993 362 128.01, tyres are premium Hankook with 6mm tread on front and 5mm on rear, size 205x50x17 and 255x40x17, contact for more detailed photos. Tel: 07491 666163. Email: sbeazer911@gmail.com (Surrey). **£895** P0818/046

Cayenne spare wheel

Genuine Porsche Cayenne alloy wheel with Continental Sport Contact 255/55R18 tyre, no damage or repairs, 4 - 2.5mm tread, used as full size spare, pictures available. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). **£65** P0818/029

PARTS



Brand new Porsche battery

Part no 999.611.051.20, 12V 50Ah 300A, suit 924 Turbo or similar. Tel: 01225 863050 or 07899 925827. Email: allanwindmill911@btinternet.com (buyer collects from near Bath). **£50** P0818/049

964 RS America door cards

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Porsche parts

RS steering wheel, black, genuine Porsche 944 911, non air bag, £275 plus carr; 911 4 speed gearbox, no 457261477, believed to be Turbo due to high ratios, £1500 ono; 944 2.5 2.7 complete clutch, used but very good condition, £150 plus carr. Tel: 01242 676323. Email: hrhsilverfox@icloud.com (Cheltenham area). **£1500** P0818/031

1977 Porsche 911 parts for sale, inc 2.4

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PARTS



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MISCELLANEOUS

Porsche - 70 years

By Randy Leffingwell, pub 2017, 250 pages. Tel: 01423 709175. **£25 incl post** P0818/003

MISCELLANEOUS



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TRIED & TESTED

With 911 & Porsche World's international Porsche adventurer, Johnny Tipler

CARRERA 996 TURBO TIPTRONIC 2000 'X' 76200 MILES £34,900



Registered in Liverpool on September 1 2000, this is one of the very first 996 Turbos to come to the UK and it lived for much of its life in the North West. Finished in Arctic Silver, very much the favoured colour of the first 996 generation, this car is relatively highly specified: a black carbon interior pack and hardback sports seats (also heated) make it stand out among the usual run of dark 996 interiors as does the optional sun roof. The only addition to offset otherwise perfect originality is a Bluetooth connection, which as the seller points out is easily enough removed. For an eighteen-year-old this 911 looks very smart. Partial respraying, to be expected at this age, has been done correctly, though the fastidious owner might want to rub down and repaint the last few inches of the vulnerable front arches just behind the wheels where spraying appears to have gone over mild corrosion. The wheels themselves have evidently been painted recently and are immaculate. The cabin is equally impressive: the plastics in worn 996 interiors can look rather shiny, but here surfaces that began as matt have largely remained so. The bolstered seats and steering wheel in particular are in remarkably good shape and all the interior needs is some proper Porsche floor mats. The boot is clean, the tools and emergency wheel unused.

The turbo has has eight owners, the service book shows they have largely been diligent and there are

13 stamps, though mostly not specialist. The mileage pattern is conventional with most mileage in the early years. Many people bought Porsche Turbos and traded them after very little use, as has occurred with this example. Porsche Turbo engines last well: In 1997 the Motorsport department argued it could not race the new M96 unit because 'integrated dry sump' or not, it suffered oil starvation at track speeds. A completely new engine for the 996 GT3 was developed and, to offset its costs, it was produced for the Turbo as well. The main failing at the age of this car is corrosion of components often attributable to a build-up of moisture from lack of use. Seller Steve Bull recognised these symptoms in this otherwise sound car and carried out extensive mechanical refurbishment which included re-piping of the fuel system and fitting a new turbo; the other turbo had been replaced earlier.

On the road, this preparation has evidently paid off; the Turbo fires and idles evenly and underway progress is smooth if not quite serene: the ride is undisturbed by road irregularities and the steering feels as precise as a far newer Porsche. The Turbo tracks correctly and pulls up straight under heavy braking with no suggestion of anything untoward anywhere. Left to its own devices the Tiptronic transmission responds perfectly to the driver's right foot and, when asked, the 996T will fly, otherwise this is an easy car in which to cover rapid, but relaxed mileages. Cabin and chassis are

CHECKLIST

BACKGROUND

In 1984, Porsche intended to make the 964 Turbo a more sophisticated and refined GT using technology from the 959. It was not to be, however, and the eventual 964T reprised the single-turbo design of its predecessor. With twin turbochargers and all-wheel-drive, the 993 Turbo of 1995 hinted more at grand touring, but the smooth, high end GT 911 had to wait until the entirely new 996 was established. A shell capable of integrating four-wheel drive and incorporating air conditioning and turbochargers and a bespoke water cooled 24 valve engine (and finally proper headlights!) all meant that Porsche was able to get much nearer to its modern GT ideal. And it succeeded: *Autocar* observed that the latest Porsche supercar had the awesome performance expected, but an entirely new level of refinement.

WHERE IS IT?

Devizes-based Steve Bull began in 1996, largely as a service operation. In 2016, Steve's older son Daniel joined him and developed the retail side as it had been clear for some time that many service customers were also potential Porsche buyers. Consequently most of Steve Bull's stock of used Porsches comes from clients. With another son managing the workshop, the seven-man company is very much a family enterprise. Steve Bull Specialist Cars Ltd: Hopton Industrial Estate, Devizes, SN10 2DX 01380 725444 stevebullspecialistcars.co.uk

FOR

Original car, well preserved interior, good body, substantial history file.

AGAINST

Some buyers might prefer manual gearbox.

VERDICT

Competitively priced early Turbo.

VALUE AT A GLANCE

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

agreeably free of annoying rattles and overall condition and performance belie the car's age. French classified ads often carry the rider 'curieux s'abstenir' which is politer than our 'no time wasters', and while any seller wants a sale, what this well preserved and presented Turbo really deserves is an appreciative owner who will know how to use and enjoy it.



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TIME MACHINE

This month it's consultant editor Chris Horton losing himself in piles of dusty back issues, when he's meant to be writing about what's in them

AUGUST 1998 (ISSUE 53)

Throughout 1998, unsurprisingly, we were marking not 70 years of Porsche but 50, and that August there was just as much to celebrate as there is today. Shortly before the magazine closed for press Scottish driver Allan McNish had piloted the winning Porsche GT1-98 across the finishing line at Le Mans – itself the 50th running of the race since the war – and on the front cover our tongue-in-cheek renaming of the Goodwood Festival of Speed as the Goodwood Festival of *Porsche* accurately reflected what felt like saturation coverage of the marque at the iconic West Sussex event. But nobody seemed to mind!

Continuing the same theme, we gave contributor Peter Morgan 12 pages to explore the legend of what is still arguably the greatest Le Mans car of all time, the 917, and in a fascinating sidebar Gordon Wingrove, many years earlier a 917 mechanic for the JW Automotive team (and himself later a fairly regular writer for the magazine), recalled driving one out on the public road at Sebring. And, thanks to a slightly over-exuberant right foot, very nearly crashing it.

Half the age of Porsche in 1998 was well-known UK independent specialist Autofarm, established in 1973, and we devoted three pages to a *Specialist Topics* story on the company, complete with a picture of a remarkably young-looking Josh Sadler – now retired, of course, but still very much associated with the business. Bit of a surprise, as well, to see a shot of then 42-year-old yours truly, sitting in front of two now classic Apple Macs in what to this day Mrs Horton disparagingly refers to as The Hovel (ie the downstairs spare room). Many was the long night



I spent in there, editing text or writing captions – much to Mrs H's predictable annoyance!

Elsewhere in the magazine were other signs of the times: four pages each of readers' letters and *Running Reports* (where are you chaps now?), and a massive four-page ad from Coventry-based used-Porsche specialist Autobahn, now long defunct.

AUGUST 2001 (ISSUE 89)

Three years later, in August 2001, we were still majoring on the perhaps traditional mid-summer subject of Le Mans, but this time with a slight twist. There had been no official works entry this season, but a 996 GT3RS prepared by the German Seikel Motorsport team took a well-deserved win – in what we described as 'atrocious' weather – in the GT3 class. The front cover, too, featured a determined-looking Mike Youles at the wheel of the PK Motorsport GT3RS, his own 996 clearly bearing the taped-up battle scars of a high-speed coming-together with the Armco – thanks to that famously torrential French rain again.

Elsewhere, a detailed press pack from the Porsche PR department in Stuttgart had gifted us the basis of a 10-page analysis of the company's then half-century at Le Mans, beginning with Auguste Veuillet's and Edmond Mouche's class win in June 1951, in an alloy-bodied 356. And the motorsport theme continued with a fascinating examination of the flawed V12 that Porsche had developed in the early 1990s for the Footwork Arrows F1 car. 'The wrong project at the wrong time,' wrote Peter Morgan. Isn't that so often the way in life?



AUGUST 2005 (ISSUE 137)

My third and final August issue is from 2005, a few months before I handed over to current editor Steve Bennett. Not much about Le Mans this time – mainly because there had been no top-level factory entry since the glory days of 1998 – but we did preview the 2006-season American Le Mans Series (or ALMS) car, suggesting that it might later form the basis for a challenger at the French circuit.

Plenty of event coverage, though. The Goodwood Festival, of course, this year marking Honda's four decades of GP success, but at the same time giving Stuttgart plenty of scope to showcase its own sporting achievements from that and earlier periods. Peter Morgan – he was a busy chap for us back then! – reported on the Gaisberg Rennen on the streets of Salzburg, and it must have been during that same trip that he took in a gathering at Zell am See to celebrate the 70th birthday of F A (Butzi) Porsche, now sadly deceased, of course. The same trip, in a 1997 Carrera 'S' Cabrio, also gave Peter, together with photographer John Colley, a chance to 'do' the famous Grossglockner Pass, reprising some classic black-and-white photos of Ferdinand and Louise Porsche taken there way back in the 1930s. Wonderful stuff!



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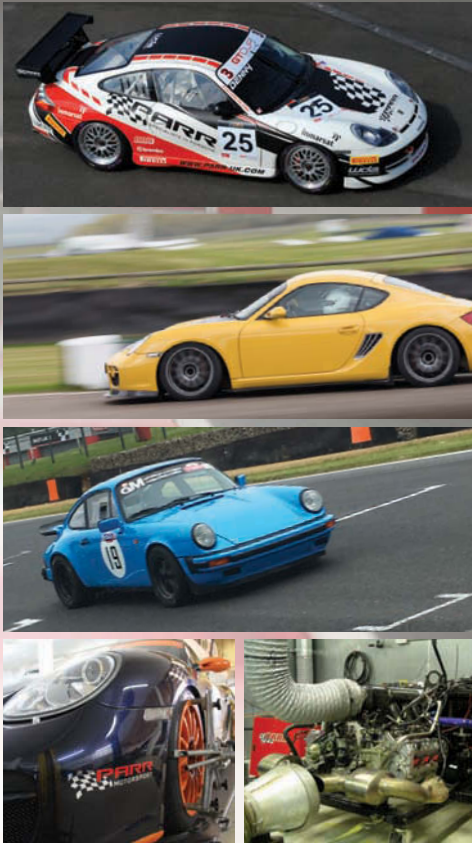
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TECHART Global Brand HQ

Roentgenstr. 47, 71229 Leonberg, Germany.
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