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World

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2 East Poultry Avenue  
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**Printed in England**  
Garnett Dickinson Print Ltd; tel: 01709 768000

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**A**nother packed issue of all things Porsche. So where to start? Well we have recently been accused at *g11&PW* of being a bit luke warm towards the 996, and so in this issue we've been out and driven two prime examples of the 996 line: a C4S and a rather more rarefied 40th Anniversary edition C2. Both are cars we would happily give garage space to.



So what is the issue with the 996? Well in some respects there isn't an issue. Jump into a good one – whether it's an early 3.4-litre car, or a later 3.6 – and point it down your favourite bit of B road and you will be enjoying one of the best modern 911 experiences around. The problem with the 996 is that there are plenty of not so good ones out there, and that's before we even get started on the mechanical issues.

This is not an issue that's exclusive to Porsche. Every prestige manufacturer, bar the real high end brands, is suffering from the same image problems. Build enough of anything and its allure will

“It won't happen overnight, but the only way now for a decent 996 is up”

suffer and values will eventually slump. Being able to afford a 996 (or an Aston Martin, or a Range Rover or a BMW M3) is not the same as being able to afford to run one, or understand what makes one tick. Once at a certain price point there is no coming back because it's just not financially viable to carry out remedial work suffered from neglect and penny pinching. That is where the 996 is now.

But wait, there is good news. Out of this the bad cars will wither and just disappear, while the good cars will shine. At the moment the good and the bad are tarred with the same brush (we've seen this before with the 964), which is why now is the time to buy. It's not going to happen overnight, but the only way now for a decent 996 is up.

**Steve Bennett**  
Editor

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# PORSCHE NEWS

## 959 PROTOTYPE BARGAIN

A wealthy Porsche fan has recently secured what might turn out to be one of 2013's classic supercar steals, paying \$440,000 (about £277,000) for a low mileage 959. That is £31,000 less than the amount a little used 959 fetched at an auction in London last October, and might not seem such a big discrepancy – until it is pointed out that this 959 is one of the four surviving pre-production prototypes, and one of the two left in running condition.

The 959 went under the hammer at the Barrett Jackson auction in Scottsdale in Arizona in mid January, the price including the buyer's fee. According to the auctioneer, in 1985 the 959 project boss, Helmut Bott, diverted 29 911 Turbo chassis for the 959 pre-production fleet, the cars therefore carrying 930-series chassis numbers. They were also given the codes 'F', 'N' or 'V'. Built in 1986, they were used for all forms of testing including

crash safety, and all but four had been destroyed by the end of the development programme. This particular car, a V-Series, was used in chassis and ABS development, seeing test action on high speed circuits including Nardo in Italy and Minerva in France. It still has pre-production Dunlop tyres (as opposed to the production car's Bridgestones), and prototype lightweight alloy wheels. As a prototype lacking certification, it cannot easily be

made road legal. The 959's days as an undervalued classic may be coming to an end, but this latest auction shows that values could have a long way to climb yet. One possible reason for this car's seemingly modest price is that because the 959 was never actually sold in the US, it is perhaps seen as less of an iconic vehicle than in Europe. 'Nice Beetle,' one observer of the sale quipped.





# NEW CARRERA GT FOR SALE

Production of the Carrera GT ended over five years ago – but if you want to buy a brand new one, a Ferrari dealer near San Francisco is offering an unregistered, delivery mileage car. From the description, there could be no better example around: it has just 83 miles on the clock, has never been driven on the road, and still even sports the delivery tag on the windscreen.

When the Carrera GT was announced in 2003, the carbon bodied two seater with its mid-mounted V10 engine producing around 600bhp seemed to have 'collectable supercar' written all over it. However it never attracted the serious attention of speculators, and the car seen here suggests that it might even be something of a bargain – in relation to its original £300,000 plus price tag, of course.

Over the Christmas period San Francisco Ferrari Maserati was offering the car on eBay for \$457,325 (about £298,000), approximately the Porsche's US retail price when it was delivered in 2005. However the sale ended with no takers and it is still available.

'We're not marking it up substantially, as the retail price was \$448,000,' said salesman Mark Paddack. 'We're helping out a good client who actually purchased two, and drives one of them.'

Paddack reckoned that the unused condition added \$100,000 to the value. 'Cars with 1000 to 2000 miles are advertised for around \$350,000,' he told us. The Carrera GT comes with its full set of matching luggage – but no factory warranty.



## TECHART'S LAST 997

Specialist Porsche tuner TechArt has announced what will be its final reworking of the 997-series 911, a modified GTstreet RS bodykit which fits the 911 GT2. The Aero Kit features an aluminium rather than carbon rear wing, while the front bumper section has little "flicks" at each side, giving improved aerodynamics, TechArt says. Also, the lip spoiler can be adjusted in the centre, to allow it to slide slightly forward or rearward.

The price is €43,013 (about £36,000) including German VAT but not fitting or painting. Complementing the bodywork is the company's existing TA 097/T2.2 power kit, boosting the standard engine's power by almost a third to 690bhp, and torque by over a quarter to 643lb ft.



## COURT CASE THROWN OUT

It came just before the end of 2012, and was enough to bounce the Porsche share price up seven per cent – the decision from the New York Supreme Court that the German carmaker cannot be chased through the US courts for \$1.4bn (about £880m) for allegedly misleading the stock market during its attempted takeover of Volkswagen in 2009.

A group of 26 hedge funds in the US had accused Porsche of effectively manipulating the stock market in October of that year, when one Sunday morning it revealed it had secretly hoovered up options on 74.1 per cent of VW shares. This created mayhem when the stock market opened the next day, as hedge funds "short selling" VW stock – deals that bet on the share price falling – incurred massive losses as VW stock shot through the roof due to its scarcity.

The ruling was by the appellate division of the court, which was overturning a previous decision that the case could go ahead in the US. However the hedge funds were not being told they had no case, but that the US was not where it should be pursued, given that events had taken place in Germany.

It said there was an 'inadequate connection between the events of the transaction and New York, as well as the facts that defendant and most plaintiffs are not New York residents, the VW stock is traded only on foreign exchanges, and many of the witnesses and documents are located in Germany.' Porsche has won some breathing space, but no one expects this to be the end of the matter.





### FORMER PORSCHE BOSS CHARGED...

While Porsche is beyond the reach, at least for the time being, of hedge fund lawyers, it is still likely to be embroiled in potentially messy legal proceedings. German prosecutors have announced that the man at the centre of the scandal, and also his right hand man, are to be charged with issuing incorrect statements in relation to stock market dealings.

Chief executive officer Dr Wendelin Wiedeking (left) and chief financial officer Holger Härter, both ousted in 2009 following the failure of the VW venture, had been under investigation for three years. The charge, the prosecutors said, is of 'information-based market manipulation', but the once celebrated pair are no longer being investigated for breach of trust.

Financial observers believe that not only will a high profile trial of the two individuals have an adverse effect on Porsche's reputation, but that information revealed in court could trigger other law suits against Porsche. Wiedeking saved Porsche from bankruptcy in the mid 1990s by introducing efficient Japanese manufacturing methods, and by 2007 was Germany's highest paid executive with a reported salary of €76.2m.

### ...AND PRESENT BOSS INDICTED TOO

There is clearly something about being the top man at Porsche that attracts law suits, because this month we have a third legal story to report – this time current COE Matthias Mueller is on the receiving end, named in a criminal warrant issued by an Indian court.

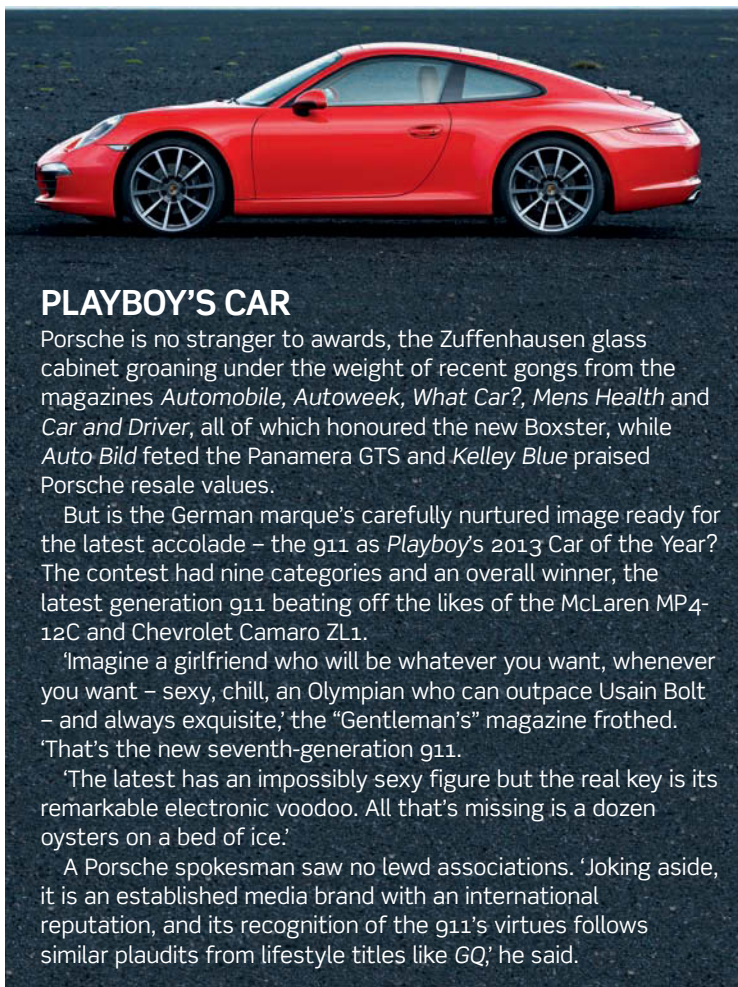
This odd state of affairs has been reached because the former Porsche importer in India, which Porsche AG sacked in early 2012, has refused to go quietly. Precision Cars India, which handled Porsches for eight years from 2003, pursued its claim that its contract had been unfairly terminated to the top of India's legal system, and has now resorted to India's criminal courts – the sole legal route left.

"We are going to continue to make sure that we get justice and not get bullied by a large corporation," Ashish Chordia, the largest shareholder in PCI, told *The Financial Times*. "We have made lots of efforts to resolve this amicably with them but we still hope that some sense will prevail."

In a statement Porsche said the allegations in the warrant were 'baseless and without any material substance', and that the filing of criminal proceedings was 'an afterthought and just an attempt by the former importer to open a new – in the view of Porsche's local lawyers inherently frivolous – proceeding against Porsche.'



The carmaker parted company with PCI because it wanted Volkswagen Group to become the sole distributor. But with India seen as a growth area for Porsche, PCI was never going to be happy about saying goodbye.



### PLAYBOY'S CAR

Porsche is no stranger to awards, the Zuffenhausen glass cabinet groaning under the weight of recent gongs from the magazines *Automobile*, *Autoweek*, *What Car?*, *Mens Health* and *Car and Driver*, all of which honoured the new Boxster, while *Auto Bild* feted the Panamera GTS and *Kelley Blue* praised Porsche resale values.

But is the German marque's carefully nurtured image ready for the latest accolade – the 911 as *Playboy's* 2013 Car of the Year? The contest had nine categories and an overall winner, the latest generation 911 beating off the likes of the McLaren MP4-12C and Chevrolet Camaro ZL1.

'Imagine a girlfriend who will be whatever you want, whenever you want – sexy, chill, an Olympian who can outpace Usain Bolt – and always exquisite,' the "Gentleman's" magazine frothed. 'That's the new seventh-generation 911.'

'The latest has an impossibly sexy figure but the real key is its remarkable electronic voodoo. All that's missing is a dozen oysters on a bed of ice.'

A Porsche spokesman saw no lewd associations. 'Joking aside, it is an established media brand with an international reputation, and its recognition of the 911's virtues follows similar plaudits from lifestyle titles like *GQ*,' he said.

### SALES RECORD SMASHED

Despite economic uncertainty around the world, Porsche enjoyed bumper sales in 2012, with a record 141,075 new cars shifted, an 18.7 per cent increase over 2011. The most individual growth market was North America, where sales leapt 20.7 per cent to 35,043. Asia/Pacific was the biggest territory of all, where 50,376 Porsches were sold, 23.6 per cent up on 2011.

The Cayenne accounted for just over half of all sales, the 74,763 sold a 24.8 per cent rise. Nonetheless the new 991-series 911 has made its mark, with sales up almost a third to 25,475. China took over 30,000 cars for the first time.

Whereas Porsche's goal in the pre-credit crunch mid 2000s was 100,000 per year, in the last three years the Stuttgart manufacturer has ramped up deliveries to customers by 83.9 per cent. With the Macan SUV due for launch soon, 2013 could be even better for the company.



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## OUR TAKE

## ON THE CASE

**A sacked importer is chasing Porsche through the Indian courts. The only people likely to get rich out of it are lawyers, says David Sutherland.**

That an import business in India has issued a criminal summons against one of Europe's top motor industry executives seems, on the face of it, absurd. Yet such an envelope landed on the Stuttgart desk of Porsche CEO Matthias Mueller, with not much love from his estranged, ex Indian distributor.

Precision Cars India, which understandably did not like the early end to its concession, has exhausted all other legal options in its fight against Porsche, and the one thing left was to use the criminal courts. The forthcoming legal twists and turns will be fascinating for automotive business watchers, but the whole thing has a wearisome familiarity about it.

When a manufacturer sets up in a new market it uses local expertise to appoint dealers and get sales going, but after a time – maybe a few years, or even decades – it will want to replace it with a wholly owned importer. The problem arises when that desire does not coincide with the end of a contract.

There have been battles great and small over this – the last big one in the UK was in 1991 when Nissan wanted to get rid of Octav Botner, the eastern European businessman who had singlehandedly made Datsun the UK's biggest selling Japanese marque by far. Other importers have accepted their fate with less fuss.

With India likely to be a major growth market, the move to put its own people in was inevitable, and whatever happens in this potentially bizarre case, PCI knew that after almost a decade handling the German cars, the curtain would soon come down.

Its purpose in dragging Porsche into court must be in the hope of getting a few quid out of a rich car maker, or saving some face. It certainly won't sell Porsches again.

## CAYENNE DIESEL BIG HIT IN US

Porsche and North American car buyers traditionally despised diesel cars, regarding them as dirty and pointless. How ironic then, that the oil burning version of the Cayenne is currently not only selling well in the US, but doing a great PR job in helping open up the US diesel market.

The new technology website Popular Science has named the Cayenne Diesel, launched in the US last September, as the 2012 "Best of What's New", while at the same time the car has shot out of the blocks in the showrooms, accounting for nearly 20 per cent of sales in its first month on sale there.

Long after compatriots Audi, BMW and Mercedes-Benz embraced the cause, Porsche resisted offering a diesel car for fear it would harm its sporting image. But after entering the SUV market with the Cayenne in 2003 the pressure to add a diesel

to the range grew and grew, and in 2009 it finally gave in and launched the Cayenne Diesel in Europe. Audi engined, it promptly became the near default Cayenne model choice, and these early US sales figures suggest the same thing might eventually happen Stateside.



## 911&amp;PW PICNIC MOVES



This magazine's annual event for owners, the 911 & Porsche World Picnic returns to a familiar venue for 2013, Wellington Park, just outside Reading. It is being held on Sunday 15th September, and we are joined by our sister magazines, *Ultra VW* and *Classic Porsche*, plus there will be the usual prizes for the top cars of the show, as well as other attractions. It's a family event, and all you need is a car and a picnic. For the previous three years the event has been held at Windsor Racecourse, but the change of location seemed to jinx us from a weather point of view, so we're going back to the scene of many a relaxed and chilled Picnic.

## LABOUR PAINS

Porsche just can't get the staff these days. Despite the European motor industry's woes, the Stuttgart sports car maker, which has increased its workforce by nearly a third in two years to over 17,000, has bemoaned the quality of available workers – and is trying to make itself more attractive by revising working practices.

'It is proving ever more difficult to find well educated people on the labour market,' the company said. 'The demographic development is exacerbating this problem significantly. This is a major challenge not just for Porsche, but the entire German automotive industry.'

The package will include flexible working hours (as little as 20 a week), and increased child care

services including crèches at the Zuffenhausen factory and Weissach research centre, while temporary workers will get the same pay as permanent staff. A new training centre will also be opened in Zuffenhausen in 2015.



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## STARS HEAD FOR GOODWOOD

The Goodwood Festival of Speed – a key annual destination for lovers of fine, fast cars – will take place on 12-14th July, with the customary line up of Porsche race cars past and present, and Porsche personalities. This year the three-day event, in the grounds of Goodwood House near Chichester in West Sussex, has been put back two weeks to avoid a clash with the re-scheduled German Grand Prix.

Besides the expected customary appearance of Porsche endurance racing icons such as the 917 from the early 1970s, and the 962 from a decade later, several former factory drivers have confirmed their attendance. These will include Brian Redman (right), who usefully drove a Porsche 917K and a 908/03, and who is now a roving ambassador for various international Porsche events, Richard Attwood, who won Le Mans in 1979 in a 917, and rally champion Vic Elford (far right), who drove 911s in the 1960s.

Last year, a Porsche 911 GT3 Cup, from Porsche's one

make Carrera Cup race series, set the sixth fastest time on the hillclimb circuit, driven by Carrera Cup GB 'scholar' Daniel Lloyd. For more information on the event, which sells out quickly, visit [www.goodwood.co.uk](http://www.goodwood.co.uk)



photo: Peter Singhof

### NEWS IN BRIEF

- Porsche has recalled 997-series GT3s in the UK to have the rear wheel hubs replaced with a revised design. This follows a recall in the US, after it was found that hubs could break under extreme track use. Owners have been notified by Porsche Cars Great Britain.
- Porsche has launched a new service that integrates web content between smartphone and car. Aha is part of the new Online services option and is available on cars with the latest generation of Porsche Communication Management (PCM), the user downloading the free Aha Radio app.
- Dr Wolfgang Porsche has been elected chairman of the Supervisory Board of Porsche Holding Stuttgart. The 69-year-old, grandson of the company's founder Ferdinand Porsche, and son of Ferry Porsche, has a busy schedule, as he is also Chairman of the Supervisory Boards of Dr. Ing. h.c. F. Porsche AG and Porsche Automobil Holding SE, and is on the Supervisory Board of Volkswagen AG.
- Porsche's new car sales in the UK were healthy in 2012, up 25.3 per cent to 7998 for the whole year, according to the Society of Motor Manufacturers and Traders. The UK market as a whole rose 5.3 per cent.
- If you are planning on driving your Porsche to France, note that a change in French law makes it illegal not only to use a satellite navigation system with camera detection, but even to have it in the car. As the fine could be €1500 (about £1250), you are recommended to download a revised, non camera map of France.

### CATCHING UP WITH

#### BRIAN GOFF



**The founder of Jasmine Porschalink UK drives a Cayenne every day, but his true love is the 964-series 911 RS**

**How old are you and where do you live, and work?**  
I'm 56, and live and work in Lancashire.

**What was your big break into the motor industry?**  
Didn't have one as such. I have always been involved with cars – rallying since I was 17 and then racing a 2.7RS and 964RS in the 1990s. Setting up Jasmine Porschalink UK was a natural progression.

**Summarise your career**  
Following my degree in polymer chemistry I worked in the oil and gas pipeline industry for 25 years. In 1999 we set up Jasmine Porschalink UK and haven't looked back since.

**Are you a petrolhead?**  
Definitely. Co-driving for Austin Rover and Ford rally teams, and then racing in the Porsche Supercup – how could I be anything else?

**What was your first car?**  
A green, 850cc Mini.

**What was the first Porsche you ever drove?**  
A 1972 Porsche 911E.

**Which Porsche past or present do you like best?**  
964RS. We have built six replicas and I get excited every time I drive one off our production line.

**What car do you drive daily?**  
Porsche Cayenne S.

**What gets you out of bed in the morning?**  
Paying the mortgage.

**What has been the biggest challenge in your working life?**  
To set up as a Porsche service, repair and parts specialist after working in the oil and gas industry.

## REVIEWS

## STEVE BENNETT DIPS INTO THE LATEST DVD AND BOOK RELEASES

**EIFEL RALLYE FESTIVAL 2012**

DVD

Price: €19.90

Available from: [www.rallywebshop.com](http://www.rallywebshop.com)

The annual Eifel Rallye Festival – part of the 'Slowly Sideways' movement – celebrated the Safari Rally in 2012, and this DVD is a great momento of the event. The 150-plus car field included plenty of significant ex Safari rally cars both original and replica. You can't replicate the drivers though and plenty of ex Safari stars were there reunited with their original cars including Walter Röhrl, Stig Blomqvist and Björn Waldegård, who was at the wheel of the Martini liveried Safari g11 from 1978.



To accompany the footage of the cars as they are today, there is also archive footage from the Safari. It's not just Porsches. There are plenty of other evocative rally machinery from the inevitable Escorts to Alpine A110s, and Group B monsters.

As it struggles in the new millennium for popularity, this taste of rallying as it used to be, celebrating a genuinely arduous event, with genuinely evocative cars, offers some clues as to why some things really were better in the past. The huge crowds obviously think so too.

**TOIVONEN - FINLAND'S FASTEST FAMILY**

Author: Esa Illoinen

Published by: McKlein Publishing

Available from: [www.rallywebshop.com](http://www.rallywebshop.com)

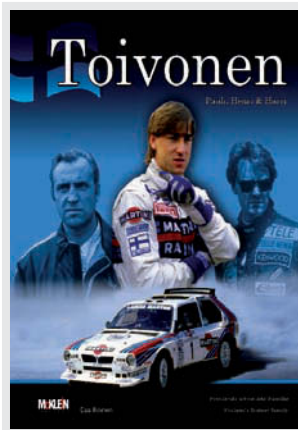
Price: €49.90

Toivonen! Think sideways Sunbeam Lotus and Opel Ascona. Rothmans liveried g11 SCRS on the RAC Rally and flame spitting Lancia Delta S4, and fatefully the 1986 Tour de Corse that took the lives of both Toivonen and his co-driver Sergio Cresto, in an horrific crash that spelt the end of Group B rallying.

The Toivonen name isn't just about Henri though. It's a family thing with Henri's father Pauli and his brother Harri. This book, from respected motorsport writer, Esa Illoinen, looks at the Toivonen family's history and involvement in motorsport from Pauli's heroic drives in the 1950s and 1960s – including winning the European Rally title in 1968 in a g11 – to Harri's late 1980s rallying career before moving in to endurance racing.

The meat of the book, though, is with Henri Toivonen, and Illoinen leaves no avenue unexplored in researching and documenting a stellar career.

Porscheophiles will be particularly fascinated by the chapter on Henri's experiences in 1984 with the Prodrive prepped g11 SCRS, the g11's final winning foray into international rallying.

**PORSCHE 924 - ALL MODELS 1976 TO 1988**

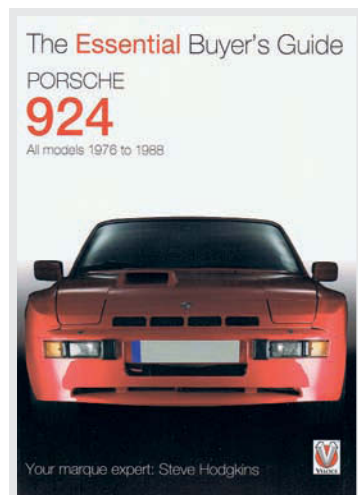
Author: Steve Hodgkins

Published by: Veloce

Available from: [www.veloce.co.uk](http://www.veloce.co.uk)

Price: £9.99

Another in Veloce's handy A5 sized buyers' guides, which must by now have pretty much every Porsche model covered. Serial g24 owner and enthusiast, Steve Hodgkins, is your guide, and the book follows the familiar Veloce format of encouraging the prospective buyer to grade the car by considering each area – from mechanics to bodywork and interior – and grading it from one to five. Too many ones and twos, and the car is probably a shed, so walk away now. Mainly threes and it's probably worth having, and fours and fives? Snap it up now. However you use the book – forewarned is forearmed, and with good g24s very thin on the ground, now really could be the time to buy.



## EVENTS

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## THE PORSCHE MONTH AHEAD

## SHOWS AND EVENTS

February 1-3

**Bremen Classic Motorshow**

Bremen, Germany

Kicking off Germany's classic car show season, in seven heated halls no less [www.classicmotorshow.de](http://www.classicmotorshow.de)

February 6-10

**Retromobile**

Paris, France

Credited as the most stylish classic show on the calendar [www.en.retromobile.com](http://www.en.retromobile.com)

February 22-24

**Race Retro**

Stoneleigh Park, Coventry

Live action and static displays from Europe's biggest historic motorsport show [www.raceretro.com](http://www.raceretro.com)

March 7-10

**Retro Classics Stuttgart**

Stuttgart, Germany

Right on Porsche's doorstep and well supported by the factory [www.messe-stuttgart.de/retro/](http://www.messe-stuttgart.de/retro/)

March 7-17

**Geneva Motor Show**

Geneva, Switzerland

The start of the European show season. Could Porsche having something significant and g11 shaped to launch? [www.salon-auto.ch](http://www.salon-auto.ch)

April 10-14

**Techno-Classica Essen**

Essen, Germany

The big one and the classic show by which all others are measured. Significant Porsche presence guaranteed [www.siha.de](http://www.siha.de)

March 8-10

**Amelia Island Concours**

Florida, USA

World class concours and beauty pageant for classic cars [www.ameliaconcours.org](http://www.ameliaconcours.org)

## Sport

May 3-5

**Donington Historic Festival**

Donington Park, Derby

Donington's big historic event of the year, now extended to three days [www.donington-park.co.uk](http://www.donington-park.co.uk)

FOR PEOPLE WHO KNOW CARS

# BUYING POWER

## THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

### BRAKING NEWS

It is a case of British specialist engineering improving the German breed. The Staffordshire based brake and clutch specialist, Alcon, has introduced what it says is the first independently made, aftermarket ceramic braking system for the 997-model 911 GT2 and GT3, and claims it has the edge in performance over the carmaker's Porsche Ceramic Composite Brake (PCCB). The launch follows the introduction of the firm's highly praised kit for the Nissan GT-R in 2012.

The CCX (Carbon Ceramic Xtreme) system comprises 360mm diameter front and 360mm ceramic discs, both slightly bigger than standard, and which are ventilated and cross drilled. They mount on lightweight aluminium bells. The Porsche calipers, using special CCX-1 pads, are retained but use spacers to enable them to

accommodate the bigger discs.

The key benefit of ceramic brake discs is not so much a shortening of stopping distances, as a reduction in unsprung weight, the lighter assemblies allowing the car to handle better. That said, they are likely to be less prone to fading, and their construction allows a hard pad to be used, which will improve braking effort. 'On the GT-R we found we were getting 10 to 15 per cent more retardation because we could run a more aggressive setup,' says Iain Litchfield of Litchfield Imports in Gloucestershire, who has extensively tested the Alcon system on the Nissan.

'We feel we have got a bit more friction hot and cold compared with PCCB,' adds Alcon managing director Alistair Fergusson. The kit is being sold by independent Porsche specialist JZM



in Hertfordshire, priced at £12,000 including VAT, but not fitting, which takes four to five hours.

As a point of reference, on a new 911 PCCB is a £5787 factory option, but thereafter each disc costs

around £4000 to buy.

The CCX discs can be sent back to Alcon for reconditioning when required. More information is available from JZM on 01923 269788, or visit [www.jzmachtech.com](http://www.jzmachtech.com)

### IN CONTROL

Elephant Racing in northern California, which specialises in racing suspension for classic and newer Porsches has introduced a set of updated bearings for the front suspension control arms

on 1968 to 1989 911s and 911 Turbos (1974 on), and also 912s. You can buy a set for \$460 (about £285) plus shipping from the US.

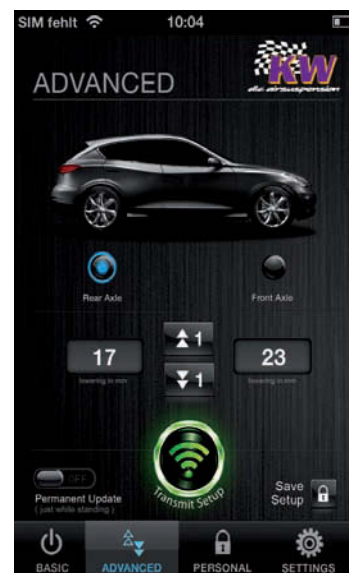
The Sphericals bearings are claimed, with their special ball type of bearing that allows continuous self aligning, to counteract 'dynamic binding' – that is, when the axis of the front and rear control arm mounts become unaligned due to chassis flex under high cornering loads. The self aligning will ensure the suspension does not bind, and hence improve handling and ride. For an extra \$400 you can send in your control arms to have the bearings refitted, though that is a service that will mainly be taken up by US customers. More information at [www.elephantracing.com](http://www.elephantracing.com)



### LOWER BY PHONE



Another German firm to link the iPhone to suspension (see p18) is KW Automotive, this time on all Porsche Cayenne models with PASM. The KW DLC (Dynamic Level Control) allows the suspension to be lowered, and the module costs £1275 including VAT, with an extra £585 for iPhone compatibility, which gives added setting options. The app itself is free, more details from KW Automotive UK on 0870 990 7536, or at [www.kw-suspensions.co.uk](http://www.kw-suspensions.co.uk)



### GOOD STEER

With it being close on half a century since even the very last Porsche 356s were built, many parts are not surprisingly hard to get hold of, so good news when an independent supplier makes an effort to track down components. Classic Porsche and VW specialist Karmann Konnection has done just that, now supplying reconditioned ZF steering boxes. How

to tell if a steering box is badly worn? You, or the MoT tester, will notice excessive free play.

The work, including new seals and oil is carried out at KK's workshop in Southend in Essex, using parts sourced from Germany. Because these boxes are so long out of production they are sold on an exchange basis only, so you must have one to send in. They can be

fitted to every 356 ever made, from 1952 until 1965, with the proviso that those fitted to the pre 1957 cars – the 356 and the early 356A, both of which used a Volkswagen steering box – will need slight modifications. The cost is £720 including VAT, but not UK or international carriage. More details on 01702 601155, or visit [www.karmannkonnection.com](http://www.karmannkonnection.com)





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# STRASSE

February 2013

## STUTTGART - LEEDS OUR COLLECTION

**997 C4S CABRIOLET 2006**, GT Silver Metallic, Black Electric Hood, Black Sports Int. Electric Memory Seats, With Hardbacks in GT Silver, Porsche Crested Headrests, Heated Mirrors, Headlamp Wash, 19" Turbo Alloys, Multifunctional Steering Wheel in Leather, PASM, OBC, PSM, Xenon Lights, Sat. Nav. Park Assist, Short Shift Gear Lever, Sports Exhaust, FSH. **£33,995**

**997 C4S 2006**, Seal Grey, Black Leather Interior, 3 Spoke Sports Steering Wheel, PASM, On-Board Computer, Sat. Nav, CD Auto-changer, 19" Carrera Alloys, FSH. **£29,995**

**996 GT3 COMFORT 2003**, Silver, Black Leather Sports Int Porsche Crested Headrests, Ceramic Brakes, Hardbrake & Gear Lever in Carbon/Leather, 3 Spoke Sports Steering Wheel, Rear Wiper, On-Board Computer, 36,000 Miles, FSH, Concours Winning Car **£34,995**

**993 C4 "S" 1997**, Arctic Silver, Metropol Blue Leather Int. On-Board Computer, Air Conditioning, Full Electric Memory Seats, Clear Lights, FSH. **£35,995**

**993 C2 1995**, Midnight Blue, Marine Blue Sports Int. Factory Sports Chassis, Heated Seats, Sunroof, Engine Lid Hoop Spoiler, 17" Cup Alloys, Full Service History. **£22,995**

**993 C2 1996**, Iris Blue, Grey Marble Leather Int. 18" Turbo Alloys, Full Electric Seats, Sports Silencers, Air Conditioning, Tracker, Previously Sold & Maintained By Strasse **£19,995**

**964 C2 RS re-creation 1990**, Built by us to customers specification in 2011. Full engine re-build, RS Clutch and Flywheel, Full body re-paint, RS tailored carpets and door panels, Half Roll Cage, Recaro colour coded bucket seats. **£30,995**

**964 RS 1991**, Rubystone, Triple Leather Interior, Usual RS Spec. Half Roll Cage, This was Porsche's Press Car featured in many magazines, Full Service History **£69,995**

**Boxster "S" 3.2 2006**, Arctic Silver, Blue Hood, Metropol Blue Leather Int. Heated Seats, 19" Carrera "S" Alloys, PASM, OBC, Short Shift, Crested Headrests. **£14,995**

**Boxster 2.7 Tiptronic 2005**, Arctic Silver Metallic, Black Interior, On-Board Digital Computer, Rear Park Assist, Full Service History. **£9,995**

### RACE CARS FOR SALE OR HIRE

**968 Porsche Club Championship car** driven by Chris Dyer very competitive car for sale or hire. **£14,995**

**996 Under preparation for Porsche Club or Brit Car Production Championships** **£24,995**



## 01 Cayenne Turbo £27,995

2007, Basalt Black, Black Leather Int. Sports Mem Seats, Sat. Nav. Glass Tilt/Slide Sunroof, Rear entertainment, TV, Power lift Tailgate, Rear blinds, 21" Sport Alloys, too much more to list, this car has every factory option you could wish for, 1 lady owner from new - cost new £109,000, FFSH

## 02 996 C4S Cabriolet £23,995

2004, Black Metallic, Black Hardtop, Black Ruffled leather Interior, Porsche Crested Head Restraints, Self Dimming Mirrors, Sports Exhaust, Bose, Sat. Nav. FSH

## 03 Boxster S 3.2 £16,995

2006, Guards Red, Black Leather Interior, Black Electric Hood, Sat. Nav. 3 Spoke Sports Steering Wheel, 18" 5 Spoke Carrera Alloys, CD Auto-changer, FSH

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# PRODUCTS

## TAKING THE TUBE

Still with 356s, historic racing Porsche specialist Maxted-Page & Prill has introduced a new billet alloy pushrod tube for the car. If this sounds a little familiar, in the August 2011 issue of *g11&PW*, *Buying Power* reported the firm's in house engineered reusable tubes for the same engine, their advantage being that the normal tubes tend to split or leak if used again, an expensive nuisance, if for example you are rebuilding a racing 356 engine on a regular basis.

The Essex based firm is now offering pushrod tubes, sourced this time from Precision Matters in the US, that can be installed in an engine without the need to remove the

cylinder heads. The difference between the two is that while the previous tube is installed complete, the new item is designed to be built up as it is fitted – the picture here shows it assembled (top), and also in its constituent parts.

They cost £270 including VAT per set of eight, but can be purchased individually for £33.76 (exactly an eighth of the set's price). That is handy, because, according to M-P&P's Andy Prill, the existing tubes commonly split even if they are not removed, so if there is an oil leak as a result of one that is damaged it is relatively easy and inexpensive to cure the problem. More details on 01787 476338 or visit [www.maxted-pageandprill.com](http://www.maxted-pageandprill.com)



## BILSTEIN SUSPENSION APP



Leading suspension specialist Bilstein has introduced an iPhone app for its electronically adjustable suspension, claiming that it will be 'like having a race engineer in your phone.' First seen at the Essen Motor Show in December 2012, the iRC app has been designed for the existing Bilstein B16 Ride Control system, and while it will initially be available only on the new, Mk7 VW Golf, the German firm says it will be rolled out to include Porsche models in 2013.

The App is downloaded from the App Store in the normal way, and can switch between the B16's three basic modes, Comfort (softer than factory spec, and optimising ride quality), Normal (identical to factory spec) and Sport (track set up). What the app offers on top of the basic adjustment is an ability to set various different parameters, effectively customising your Porsche's chassis.

Obviously no prices are announced yet, but as a guide, the present Bilstein B16 Ride Control without the app costs £2676. Once the dampers are fitted, the system is basically plug and play, compatible with the Porsche's PASM active suspension. The app can already be downloaded from Apple's App Store.



## MOUNTING PRESSURE

It is natural to assume that modifications to improve a car's handling should apply to the suspension, but RSS & Stuttgart Performance in Costa Mesa in Los Angeles is offering an engine upgrade to do the job. Its Performance Engine Mounts are designed to prevent the motor moving independently of the chassis during cornering, acceleration and braking, and temporarily but adversely shifting weight distribution.

Suitable for all 996- and 997-series 911s, including the Turbo, GT3, GT2, and RS versions, they differ from the original Porsche items in that the normal hydraulic dampers in the mountings are replaced by a small polyurethane disc, which obviously restricts movement considerably. RSS claims not only a more direct driving feel, but that the ride quality will not be affected – nor will there be problems with the knock sensor. This when sharp bumps resonating through the engine prompt the sensor to retard the ignition timing, causing a lack of power and poor running. The US price for the mounting is \$359 (about £220) plus shipping; fitting takes only an hour, because the engine need only be dropped slightly, not removed. For further information, visit [www.rss.rpmlware.com](http://www.rss.rpmlware.com)



## RIM FOR IMPROVEMENT

The styling could not be described as low key, but with the TechArt badge on them, quality is assured. The Stuttgart-based Porsche tuner's new range of Formula wheels comes in 19- to 23-inch diameter, and with both a light alloy and a forged alloy construction.

Pictured above left is the Formula III in forged alloy, and finished with a ceramic polish. Forged alloy, incidentally, is a more dense than normal construction, which allows greater strength in a lesser mass, thus giving a weight advantage, and a handling gain due to

reduced unsprung weight. Next to this is the same wheel in a two-colour finish, as seen on the 911 Carrera S below.

Next is the Formula Race forged wheel with a centre lock, and with a ceramic polish, and lastly the Formula II GTR is light alloy and with a replaceable outer rim, pictured in black but available in other finishes too. In fact, all

the wheels can be custom finished.

There is obviously a wide price range, but to give an indication of costs, the Formula III range starts from £1092 per wheel including the dreaded VAT, for the 8.5Jx19-inch rim.

For more details go to [www.techart.de](http://www.techart.de) or the UK importer, Liverpool based Tech9, on 0151 425 5911 or [www.tech9.ms](http://www.tech9.ms)



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# PRODUCTS

## METAL TO THE PEDAL

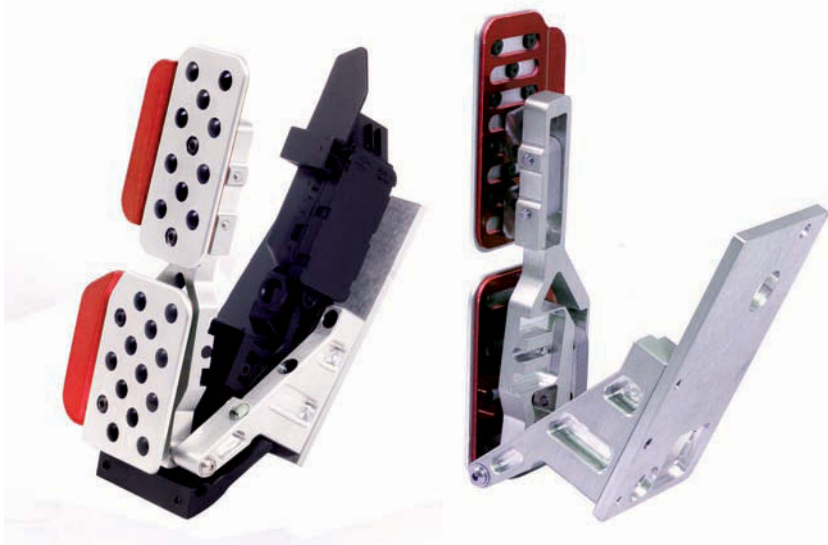
The plastic hinge on the throttle pedals of the 996/986/997/987/991 is a component of notorious weakness, which is why Vermont-based Rennline has developed a fully adjustable pedal with a metal hinge that can be fitted to all these models.

Rennline's replacement pedal is made from sexy-looking aluminium billet and 300-series stainless steel, while its integral hinge features bronze bearings that are impregnated with 19% SAE 30 oil: here's a company that does a job properly. The version of the pedal that fits the 987/997/991 and Panamera also features a precision-

machined socket that accepts the factory potentiometer arm.

What many potential owners will appreciate beyond the pedal's high quality engineering and durability, is the fact that it can be set up to accommodate just about any driver's needs. The pedal adjusts for height, depth, lateral location and angle, while (removable) extensions allow you to fine-tune its width: heel and toeing should be a doddle once you've set things up to your liking.

For more information, together with prices, visit [www.renline.com](http://www.renline.com).



## ART CARS

We discovered these gorgeous automotive sculptures, hand-crafted in aluminium by Dave Clark, whilst killing time on eBay. The Gulf-liveried 917 and Rothmans 962 sell exclusively through Derek Bell's website - [www.derekbell.com](http://www.derekbell.com) - but you can buy versions with a plain satin aluminium finish at [www.daveclarkdesigns.com](http://www.daveclarkdesigns.com).

As well as the racing Porsches, Clark has created a stylised 911 and will also supply outlines of famous race tracks to order. Bases are in hardwood or birchwood ply; the latter can be painted black to resemble a road surface.



## PORSCHE FOR THE PEOPLE

They may not be the last word in detailed accuracy, but these recent additions to the Hot Wheels range - the 918 Spyder and Boxster Spyder - capture the spirit of their full-scale counterparts.

Their small size (70mm long) and small price (about £1.09, depending on where you shop) mean you can amass a fantasy Porsche collection that will sit comfortably on your office desk and won't unduly alarm your domestic accountant. And if anyone questions what you're doing with toy cars, you can always pretend you bought them for the kids.



## SHINE ON

A blend of carnuba and polymers, Valet PRO's Classic Gloss Protection Wax comes in a 250ml tin of firm yet malleable wax. Even in cold conditions it's easily applied, though it's best to follow the tin's recommendation of applying just a very thin coat - on areas where we were heavy-handed, polishing the wax off again was a bit of a swine. In fact, even thinly applied Classic Gloss requires plenty of attention with a microfibre cloth to ensure a streak-free finish, although single-figure outside temperatures may have contributed to its reluctance to buff up easily. Still, the resultant shine is a good un and the promise is that the wax's protection will last three months.

A tin of Classic Gloss Protection costs £19.99 or less - Google it for the best price and a list of stockists.



## WASH WITHOUT WATER

Even if you've used a waterless car cleaner before, it remains an unnerving experience. As with similar products, Drymotive's AquaZero requires you to lightly spray a cleaning fluid onto the bodywork, before wiping off the dirt with a microfibre cloth, and then polishing with another (clean) microfibre cloth.

We used AquaZero on dried mud and some thicker wet stuff, and it cleaned exactly as promised. It's best to wipe off the dirt in just one direction and shake off the cloth frequently to rid it of the worst of the grit, but the cleaned surface then polished up very nicely. A second spray of fluid dealt with some squashed bugs, and while the polished panels don't gleam with quite the shine of a dedicated wax, they did buff up smartly.

We'd still put our faith in a bucket and sponge for really grungy cars, but if you're in the middle of nowhere and need to clean up your act, the AquaZero is well worth putting in the boot.

You can buy a 2 x 500ml pack, complete with a pair of microfibre cloths, for £19.98 from [www.drymotive.com](http://www.drymotive.com).



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Porsche Motorsport



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Cayenne new Cardanshafts And repair kits



New 991 bumpers

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# Classic PORSCHE

THE MAGAZINE FOR ALL CLASSIC PORSCHE ENTHUSIASTS

## Classic PORSCHE

FROM THE PUBLISHERS OF 911&PORSCHE WORLD  
No.15 January/February 2013

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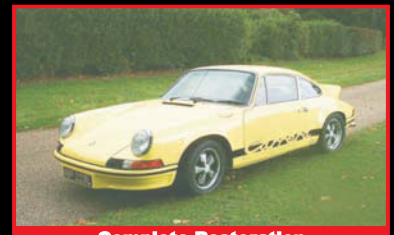
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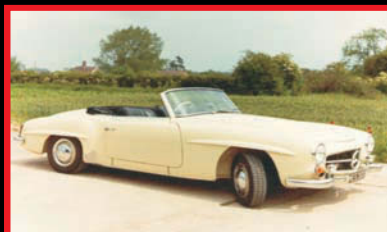


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FOR ALL THINGS PORSCHE

# USUAL SUSPECTS

ON A MISSION TO TICK OFF AS MANY HISTORIC EVENTS AS POSSIBLE DURING THE COURSE OF THE SEASON, JOHNNY TIPLER ENCOUNTERS A PORSCHE RACING LEGEND, A FRENCH AUTOROUTE SERVICE CREW, A CLUB SPRINT IN LUXEMBOURG, AND A DINING ROOM FULL OF CELEBS IN AUSTRIA. BUSINESS AS USUAL FOR 911&PW'S EUROPEAN PORSCHE ADVENTURIST



JOHNNY TIPLER

## EARLY BARTH - PORSCHE LEGEND SPOTTED IN VILLAGE HALL

Out in the wilds of East Anglia we take our pleasures seriously: that can be anything from a pint of Black Sheep down my local to a Two Tone gig at Norwich Waterfront. Car stuff is a matter of grab-it-while-you-can – true, we have the revamped Snetterton circuit and the Lotus factory, but our unsung guilty secret is the Fressingfield Oily Rag Club. Based in a community centre at Stradbroke, Suffolk (not a million miles from the respective residences of your correspondents B. Fraser, S. Bennett and J. Tipler), the club meets bi-monthly for a talk and slide show by a well-known motor racing personality. Recent speakers range from Jackie Oliver and John Whitmore to Jack Sears and Norman Dewis. They even had me speak a few years ago: wake up at the back there! FORC is run by an indefatigable team comprising Steve Wyatt, Ray Briggs and Norman Reynolds – whose long-suffering spouses serve tea and cake afterwards. Their most recent coup from our point of view was to get ultimate Porsche guru Jürgen Barth to come and speak. It so happened that Jürgen was driving a Cobra at the Goodwood Revival

and agreed to be whisked up to Suffolk afterwards, where he delivered a highly entertaining account of his life and career, variously spent as Porsche apprentice mechanic, PR man, racing driver and boss of Weissach's customer car build facility till retiring last year. He began by recounting his childhood escape with his mother from East Germany in '57 to join his father Edgar who'd been fortunate enough to flee the Communist DDR because he was a contracted Porsche works driver. That helped Jürgen secure a foothold on the Porsche ladder, culminating in his Le Mans

victory in 1977 and consolidated by his seminal trilogy of books on the marque. Jürgen illuminated his talk with a clip from the '77 enduro aboard the winning 936, and the speed differential between that and the 935s and RSRs is incredible (<http://www.youtube.com/watch?v=zWeLuglJrgl>). The following weekend I encountered him again racing a GT40 at the Spa Six Hours: clearly retirement is only a figure of speech.

*Jürgen Barth gave an entertaining speech at the Fressingfield Oily Rag Club in sleepy Suffolk. The Pep Pig tries to steal the limelight!*



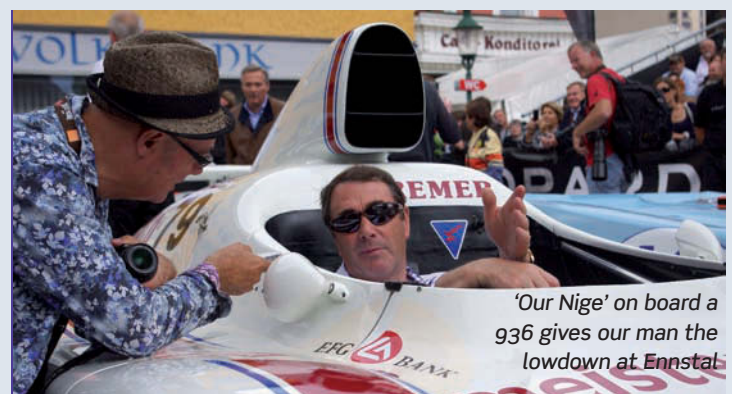
## INSTALLED AT ENNSTAL - MIXING IT WITH MANSELL, MOSS, MASS AND MORE

Like Jürgen Barth, many stars of yesteryear morph their careers into historic racing, and Porsche pilots often top the entry lists. Most prolific is Jochen Mass, who we interviewed for 911&PW in issue 157 back in April 2007. I've recently encountered the 962 ace taking part in events as diverse as La Carrera Panamericana (in a Shelby 350 GT), Mille Miglia (Mercedes-Benz 300 SLR), Goodwood Revival (Maserati 151) and the Ennstal Classic Rally (300SL). Derek Bell's another figure who's ubiquitous at historic events, and during the summer I met him three weekends on the trot: Goodwood Festival of Speed, Le Mans Classic, and Ennstal Classic. You

can bank on seeing plenty of aces in action at Goodwood, but Ennstal, based at Schladming in the heart of Austria, is a little more unlikely. Last year's event drew 230 cars, ranging from Ferrari 250GT to monster Chrysler 300, divided into four eras, of which 1961 to 1972 was the largest category, eliciting a goodly number of Porsches. Two 450km days included numerous special stages on tricky mountain sections. The halcyon heroes were out in force. The finale was a street race around the little farm town of Gröbming, and Sir Stirling Moss and co-driver Norman Dewis gamely hurled a C-type Jaguar between the crowded barriers, while Lord

March deftly handled a 908 Spyder, Derek Bell a 956, Nigel Mansell a Porsche 936, Hans Herrmann the ex-Moss/Jenkinson M-B 300 SLR, Jo Ramirez a 911 Targa, and Walter Röhrl a 718/8. And mention of

Walter evokes one of the year's most potent images: sideways, lap after lap, in a swb 2.0 911 on the Nordschleife in the two-hour Nürburgring Historic Marathon, on his way to 2nd place – ahead of Jochen Mass's GT40.



*'Our Nige' on board a 936 gives our man the lowdown at Ennstal*



Here they are: The usual suspects, g11 & Porsche World's elite squad of journalists and Porschephiles. They've always got plenty to say so we've given them a couple of pages each month to chunter on



CHRIS HORTON



BRETT FRASER



ADAM TOWLER



KEITH SEUME



STEVE BENNETT

## LAP OF LUX: FLINGING PORSCHEs AROUND GOODYEAR'S TEST TRACK

Mid-summer I took a call from Luxembourg-based Jon Kent, a g11 fanatic whose 964 Cabrio we featured in g11&PW in issue 147 in June 2006. 'Come to Porsche Club Luxembourg's annual two-day shindig,' he said: members would be sprinting their Porsches around the Goodyear Tyre test track at Colmar-Berg in the undulating north of the principality to conclude the club's championship. Sounded fun, so I duly showed up with the Peppermint Pig and was treated to the spectacle of 50 Porsches, mainly high-end 996 and 997 GT3s, being put through their paces around the expansive circuit. There were two Carrera

GTs as well, and a nice 924 Carrera GTS. The Luxembourg club championship includes 10 'sprint' rounds held on local circuits, calibrated by GPS lap-timers, so there's no actual racing. Jon currently runs Pegasus, his tenth Porsche, a 993 presented as an RS, and a few quick laps with him was a bonus. Pegasus was owned by Silverstone Circuit from 1999 to 2007 and then used by Nick Moss of Early g11 as his track car until July 2010. Jon's since added more Roock Racing accessories including Bilstein PSS10s and indulged in a respray. Meanwhile, quickest car out there was a 997 Carrera Cup car belonging to

Charles Kauffman, patron of Luxmaschinn (<http://luxmaschinn.lu>), who also brought a 996 Cup car on the Sunday for the charity event when punters could pay for a

ride, with all monies going to charity. It was a well run and good-humoured event, with the all important BBQ in a marquee alongside Goodyear's race control building. Catering at its wurst...

Hitching a ride with Jon Kent at Porsche Club Luxembourg's event at the Goodyear Tyre test track



## TYRE DOUBT: A CAUTIONARY TALE FOR THE CONTINENTAL MOTORIST

Travelling back to Blighty, I'd been running at well over 120mph for long periods on the unrestricted autobahns in the Peppermint Pig, revelling in the 964's howling high-speed alter ego. This nirvana-like state of affairs came to an abrupt halt when autobahn became autoroute by virtue of the country changing from Germany to France, where 85 is the limit and there are likely to be speed traps lurking behind every other overpass. So it was fortuitous that, when the

964's left front tyre blew it was only doing 50kph while traversing a contraflow through roadworks near Reims. Even journos should be able to change wheels, but don't bet on it: in eight years' ownership this was the first such incident I'd experienced with the car, so it came as a surprise to discover that the tool kit was incomplete and the pump for inflating the spacesaver tyre was absent. It was even impossible to release the jack from inside the front valance.

No worries, I'm thinking; AA Relay to the rescue. Think again: a call to the number on the back of my membership card revealed that continental cover was not included and, furthermore, my informant suggested they couldn't attend me on the autoroute in any case as only the French motorway service crews are allowed to sort out breakdowns sur le payage. There are orange emergency phone booths every kilometre or so, but I couldn't spot one from my layby. Before long a service van stopped on the opposite carriageway and the amiable operative scuttled across to check me out. For some reason he couldn't help, but instead phoned a colleague. Another 30 minutes passed, which I whiled away calling P&O Ferries to say I would miss my scheduled Calais crossing, and then a service truck pulled in. There was already a basket-case on the flatbed, so at least they couldn't simply load the Peppermint Pig on board and charge a fortune (300 euros, allegedly) for the privilege. The operative made short work of the

task that I could easily have done, given the kit, and wrote out a bill for 115 euros. Yes, that's £92 to change a wheel! Captive audience or what! His credit card machine didn't work so I had to follow him back to his depot, where the credit card machine didn't work either. A mechanic drove me to a bank... Ever driven 350 motorway miles at 50mph? That's the recommended speed limit for a spacesaver. Knowing I had a spare set of Cup wheels shod with decent ContiSports back home, I drove all the way from Reims to Norwich at this deeply humbling pace. At least there was an hour's respite aboard the P&O ferry. Suffice to say that the Pep Pig now has a full complement of wheel changing equipment. Would it deter me from using the autoroutes in future, where you're hostage to the service crews? Well, no, because they're relaxing and uncrowded, if expensive. Sadly, French cuisine is not a feature associated with their service areas: autobahn rasthofs are way better, plus you can fill up with Aral's 102 octane for extra whizz!



A cautionary tale from our man in the field - always check your spare wheel changing kit!

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# LETTERS

## GOT SOMETHING TO SAY? NEED TO EXPRESS AN OPINION ON THE PORSCHE WORLD? WELL, HERE'S YOUR CHANCE...

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### 993 v 964, C2 v C4

I found your recent feature on comparing the 964 with the later 993 very interesting (*The rise and the fall* – February 2013) as I have been pondering this very matter myself recently. It is a hard decision!

Adam Towler was clearly torn between two lovers, but I could sense his heart lay with the 'old' 964. I thought that would be the case with me, as I have long preferred the more traditional lines of the 964 over the almost too perfect styling of the 993. But I found the real problem as far as I was concerned was debating whether to hold out for a C2 or take the 'easy' option and buy a C4 – either 964 or 993.

As soon as you allow yourself to become blinkered into believing that the four-wheel-drive Carrera 4 is a lesser car than its two-wheel-drive sibling then your options are immediately limited. I fell into this trap early on in my search, after reading so many one-sided arguments in the press and on line.

Most of the arguments against the C4 (early or late)

centred around the lack of 'involvement', the greater propensity for understeer, the greater weight, the... well, you know the rest. Throw into the equation the ongoing craze for building 964RS replicas out of 'normal' 964 C2s and suddenly they're becoming hard to find – and going up in value. A situation that has not, thus far, afflicted the C4.

It took me a long while to convince myself that it didn't really matter if the C4 was a little less involving than the C2 – when was I ever going to be able to explore the handling to the limit?

Most of us, despite what we might try and believe, spend the majority of our time driving in less than perfect conditions, in traffic, in town, etc, etc. In real life situations, the benefits of four-wheel-drive far outweigh the negatives – assuming you do actually use your prized Porsche for something other than solely track days.

After I thought about this long and hard, I began the search for a good, clean 964 C4 and was amazed to discover how much better a car I could

get once I broadened my horizons (C4? OK. Sunroof? Fine...). In fact, on one weekend I looked at two near identical cars, one a C2, the other a C4.

Both were two-owner, in red – the Carrera 4 was some £2000 cheaper than the C2! It was a no brainer for me.

Robert Mason, via E-mail

Keith Seume replies: *Funnily enough, I was having this conversation with a trader only recently. He reports that most customers come to him looking for a C2 without even having considered a Carrera 4. Only when they realise what great value they represent – and then take one out for a drive – do they come to appreciate the benefits of becoming less blinkered in their search.*

### Mezger fan

The news that the 991 Cup car is to be powered by what we all know and love as the 'Mezger' engine was music to my ears, so it was with interest that I read the *Usual suspects* piece in your February 2013 issue about this very subject.

I don't think Porsche should

underestimate the depth of passion that lies behind the decision to buy a car like the forthcoming 991 GT3 – this will be no ordinary Porsche, purchased by no ordinary customer. History has proved that buyers of 'limited edition' 911s, such as the GT2 and GT3 are very discerning and won't be hoodwinked by any marketing ploy into buying what might amount to be nothing more than a tuned and aero-kitted 991.

The Mezger engine has such a long history that it would be wrong to equip any road-going equivalent to the Cup car with anything else.

I recall when Ford turned its back on the BDA Twin-cam motor, as fitted to the RS1600 Escorts, in favour of the Pinto SOHC unit used in the RS2000. It soon became obvious to Ford fans that the new model was not worthy of the 'RS' tag – let's hope Porsche does not make the same mistake...

Peter Williams, London

### 944 v 968

Firstly, yours is the best mag ever. Now, you will have heard this one more times than you have had tea, but I have always wanted to own a Porsche since I was... well, you know the rest. However, I have always played it safe and only dreamed, but now that 60 is looming, and I have nearly lost my marbles, maybe I should get on with it – or should I? And that's where you come in.

The choice for me is a 944S2 – it just seems bomb-proof compared to what could be a possible disaster in engine failure with 911s, Boxsters and Caymans (sorry owners, it's just what I have read). The thing is, I have this problem with the one they call the 968 – the one that nearly got badged '944S3' until

a decision was made that it had too many changes compared to the 944, and so the 968 came to be.

For me, with both these cars now coming in at virtually the same price, would it be better to go 944 or 968? Bear in mind this is my introduction to the Porsche world. I know that the 968 must represent good value but you don't hear as much of them as the more popular 944. Put it this way, if for example a cherished 1992 944 came up for, say £10k, and a 1993 968 for the same money, which one would you have? Yeah, I know, we need Harry Hill here... Fight!

Reg Smith, North Yorkshire

Steve Bennett replies: *Thanks for your kind comments. 944 v 968? Yes, that's a fight situation if ever there was one! When we did our front-engined mega-test in the January 2012 issue, the conclusion was that the 968 was the better car, as it should be being at the end of the front-engined evolution. The gutsy Variocam 3.0-litre engine is quite unlike anything around these days, and the six-speed gearbox is a delight. However, the 944S2 isn't far behind in any respect and the reason that we concentrated on the 944 in that feature is that, compared to the 968, there were, and still are, many more models out there to choose from.*

*At £10k you are talking top end for a 944S2. It really should be an exceptional example with lowish mileage. To get the equivalent 968 would – and should – take a bit more expenditure. Ultimately it's down to condition. Buy the absolute best you can afford and you won't be disappointed either way.*

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# PORSCHE SPORT

PAUL LAWRENCE ROUNDS UP ALL THE LATEST SPORT NEWS

Photos: Porsche AG, Malcolm Griffiths, Jakob Ebrey, Max Earey and Paul Lawrence

British ace Nick Tandy will join the elite of Porsche racers after being rewarded with Porsche factory driver status for 2013. Meanwhile, the Porsche Club has unveiled its 2013 programme of motorsport for members

## TANDY GETS FACTORY DRIVE

British racer Nick Tandy has achieved a massive goal in his racing career by being signed up as a Porsche Motorsport factory driver for 2013. He also ended the 2012 season winning a road-going 911 C2S as winner of the Porsche Cup.

The 28-year-old from Bedford has enjoyed great success in the Porsche Supercup, Carrera Cup Germany and international GT racing since making the switch from racing single-seaters.

"This is a big dream come true. I'm absolutely thrilled," said Tandy. "Ever since I first drove a 911 GT3 Cup it was clear to me that there could be nothing better than to become a factory driver for Porsche. It's great that Porsche has recognised what I have achieved so far, and that they included me in the family of factory drivers. I'll do everything I can to merit this trust."

"I'm delighted to welcome Nick as our tenth works driver," said Hartmut Kristen, Head of Porsche Motorsport. "His career is exemplary. With his ability, he



Racing in the GT Open last season

perfectly complements our driver line up which consists of the very best drivers from sports car racing."

Tandy first enjoyed success in Formula Ford, Formula Palmer Audi and Formula 3. The death of his brother Joe in a road accident in May 2009 almost ended Nick's

career as a race driver. However, long-time Porsche team principal Franz Konrad became aware of Tandy and his impressive performances in a guest appearance in the Carrera Cup Great Britain. Since then, he has won in the Supercup and took the Carrera Cup Germany

title in 2011.

Tandy started his first season as a Porsche works driver in the Daytona 24-hours at the end of January with a seat in a US-based GT team. After that, he expects to contest a range of GT racing including the International GT Open.



Tandy is now a factory driver



Tandy will continue in GT racing this year



He was a winner in Supercup



The 996 racer of Peter Morris

**PORSCHE CLUB UNVEILS 2013 PROGRAMME**

A push to get more recent model cars on the grid for the Porsche Club Championship seems set to pay dividends this season with up to six 996-model 911s, at least four Boxsters and a Cayman S all due in action.

The Club has unveiled a seven-event 15-race schedule, starting at Donington Park on 6 April and finishing with a triple-header on the Silverstone Grand Prix circuit on 20/21 September.

Steve Kevlin, motorsport boss for the Club, says the response to the coming season has been hugely encouraging. "We had three 996s in 2012 and there could be up to six of them out this season," he said. "There will certainly be four examples of the 3.2 Boxster and possibly more. We've also got our first Cayman S registered."

The Cayman S will be the first such car to be raced at this level and, along with the Boxster S, is the newest car due on the grid as models from up to 2009 are now eligible.

Kevlin and his team continue to equalise the performance of the various models by adjusting minimum weight limits for each configuration. Some small changes have been made in the regulations for 2013 to bring more separation in performance between the cars in class one and those in class two.

Alongside the race championship, the Porsche Club GB will also promote its Speed Championship for drivers who prefer to compete against the clock. The 12-event season starts with double-headers at the Anglesey race track and the Loton Park hillclimb in April and May.

**DI RESTA TO RACE A PORSCHE**

The Celtic Speed team is gearing up for its strongest campaign to date in the Carrera Cup GB, with a squad headed by 2012 race winner Rory Butcher and championship newcomer Stefan di Resta.

Butcher, who finished fifth overall in the final 2012 standings, will be joined by fellow Scot di Resta who will step up to make his Carrera Cup debut. Stefan, the younger brother of Formula 1 racer Paul, started car racing at the beginning of last year after a successful karting career. After a season in the Celtic Speed-backed Scottish Mini Cooper Cup, di Resta will now graduate to the Carrera Cup GB.



Butcher will bid for the overall 2013 title

**TRACKSPEED COMMITS TO BRITISH GT**

The Trackspeed team will run three Porsche 997 GT3 Rs in the 2013 Avon Tyres British GT Championship, after taking a third consecutive GT3 teams' title last season.

The Surrey-based team will be upgrading all three Porsche 997 GT3 Rs before the arrival of the all-new GT3 R in 2015. However, team boss David Ashburn will not be on the grid after announcing his retirement from racing despite missing the 2012 title by just three and a half points.

Already signed up for 2013 is Demon Tweeks boss Jon Minshaw and co-driver Phil Keen, who has partnered Ashburn regularly in the past.



Jon Minshaw is back with Trackspeed

**HOWARD WARREN IS A FAN OF CLASSIC ROAD RALLYING IN HIS 1965 PORSCHE 911**

"I managed to win the HRCR Clubmans Championship again last year. I started in my original 1965 911, which has now gone for a full restoration ready for 50 years of the 911 this year.

"It's a good championship and I'm looking forward to doing it again this year. It's about the camaraderie, the cars have a great heritage and it's fairly inexpensive in motor sport terms. The entry fee for the day is typically £100 to £120 and you can have some good fun. If the car is reasonably well prepared you might not have to do anything before the next event. It's just about general good maintenance and that should see you through.

"I'll do as many of the one-day HRCR events as I can and I'm doing some European events including London-Lisbon and I very much want to do the Classic Marathon this year. It's the 25th anniversary event this year and doing sections like the Stelvio Pass in Italy in a 911 is very special.

"My business partner Chas Colton and I run two 1965 911s and rally against each other and we really enjoy the Porsches. Running the early cars is really interesting."



Warren's 911 in action on the Rally of the Tests

**12 ROUNDS FOR GT3 CUP**

Twelve races in six weekends make up the 2013 Porsche GT3 Cup Challenge GB. The deciding two races will be on the BTCC support bill at Silverstone (28/29 September) and the calendar offers general test sessions just before each race weekend to allow less experienced drivers to learn the circuits. The season starts at Donington Park (13/14 April), a week before the Carrera Cup GB races at the East Midlands track. Double-headers at Snetterton (11/12 May), Croft (6/7 July) and Rockingham (10/11 August) follow before a busy finish to the season in late September with back-to-back dates at Brands Hatch and Silverstone for the BTCC weekend.



The season will start at Donington Park

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Ice blue with black leather, Sat Nav  
15,000 miles.....**£75,000**



**911 (997) TURBO 3.6 cab (2008 - 57)**  
GT Silver with ocean blue leather, Sat Nav, 23,000 miles.....**£ 58,000**



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**911 (997) TURBO 3.6 (2006 - 06)**  
Cobalt blue with stone leather, Sat Nav, 28,000 miles.....**£ 47,000**



**911 (997) TURBO (2006 - 06)**  
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Midnight blue with ocean blue, Sat Nav 31,000 miles.....**£ 45,000**



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Slate grey with black leather, Sat Nav 39,000 miles.....**£ 39,000**



**911 (997) "4S" 3.8 (2006 - 06)**  
Basalt black with black leather, Sat Nav, 29,000 miles.....**£34,000**



**911 (997) "2S" 3.8 tip (2006 - 56)**  
Atlas grey with black leather, Sat Nav 20,000 miles.....**£34,000**



**911 (997) "2S" 3.8 tip (2007 - 57)**  
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**911 (997) "4S" 3.8 (2006 - 06)**  
Silver with black leather, Sat Nav 47,000 miles.....**£ 32,000**



**911 (997) "2S" 3.8 (2006 - 06)**  
Basalt black with black leather, Sat Nav, 33,000 miles.....**£ 32,000**



**911 (997) "2S" 3.8 (2005 - 55)**  
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**911 (997) "2S" 3.8 (2005 - 55)**  
Atlas grey with black leather, Sat Nav 44,000 miles.....**£29,000**



**911 (997) "2S" 3.8 (2005 - 55)**  
Lapis blue with black leather, Sat Nav 43,000 miles.....**£28,000**



**911 (997) "2S" 3.8 (2005 - 05)**  
Silver with ocean blue leather, Sat Nav, 46,000 miles.....**£ 27,000**

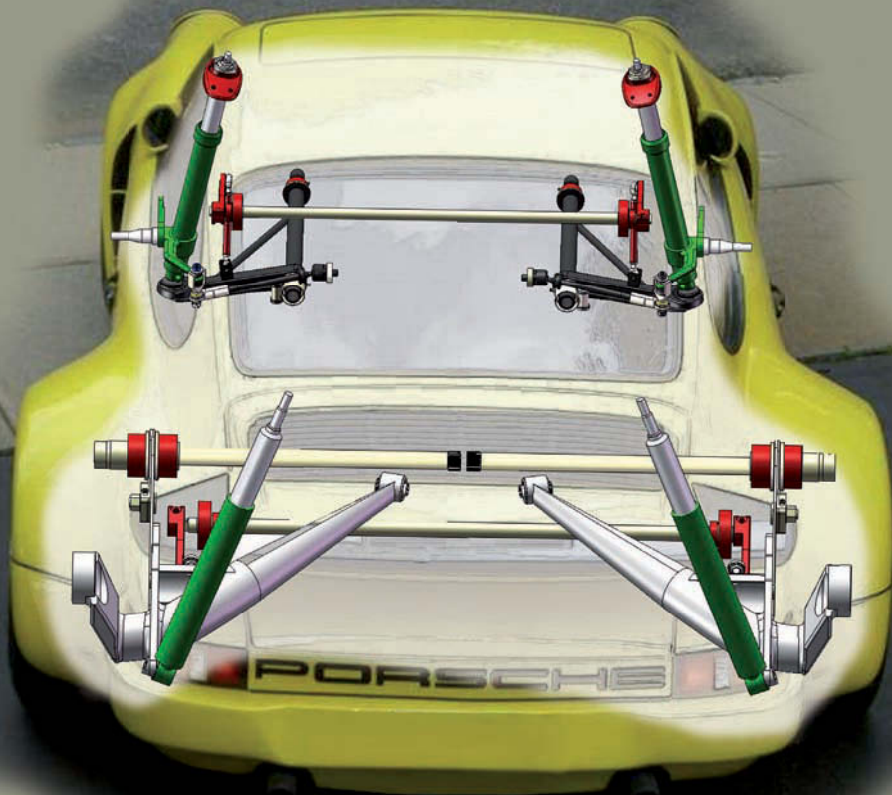
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# MARQUED FOR LIFE

Having restored an amazing barn-find 356A 1600 Super to concours-winning standards, this affable Australian, Phillip Nowell may have finally found his perfect car

Words: Nik Bruce Photography: motophoto.com.au

**A**s is the way with most 'barn-find' stories, things never quite transpire the way they're planned. People get lost. Cars get stuck. The wheels fall off and, because serendipity can be just downright mean, often burst into flames. For no apparent reason.

It's January 2009 and Phillip Nowell finds himself contemplating the flooded causeway that stands between him and an amazingly complete 1958 356A 1600 Super that's been sitting in a shed for the last thirty-four years. Massive rains have swept through southeast Queensland over the last few weeks, bringing with them the worst flooding Brisbane has seen in some thirty years. And the deluge doesn't look like stopping anytime soon.

With black clouds boiling ominously in the west, Phill knows that the floodwaters are only going to get higher as the storm breaks upstream. It's now or never. He watches on as his son, Alex, wades into the murky brown torrent, probing the causeway for holes and debris. 'I think we're clear,' he yells, before he promptly disappears. After a few heart-stopping moments, Alex surfaces with a wry grin, 'That will be the edge of the road, then...'

Concerned that the empty trailer will get swept away in the current and drag Alex's 4WD with it, they load it up with the 356 owner's Mitsubishi Pajero and inch carefully on to the causeway. The water rises quickly over the top of the trailer wheels, but with the big SUV's weight keeping it pinned down, they make it safely across the swollen creek and breathe a sigh of relief. After months of false starts and negotiating, at last Phill can finally claim his prize.

"It all started when I got a phone call from my cousin, Iain, who lives in Brisbane," Phill recounts. "He'd been doing some circuit racing and hillclimbs in his 356 and got chatting to this guy who was racing a Lotus. He

mentioned to him that he had an old Porsche that had been sitting under a load of furniture for years and asked if he'd like to come and have a look at it. So he looked at it and rang me to see if I'd be interested in putting a bid in for it as the family wanted to get rid of it. Well, you know the saying: is the Pope a Catholic?"

After making arrangements to inspect the car, Phill made the 130-mile trip from his home in Lennox Head on the New South Wales coast to Samford in rural Queensland, only to find that the car exceeded even his most optimistic expectations.

"Even underneath all that old furniture I could tell that it was a great car," smiles Phill. "So we pulled everything off of it and dragged it out of the garage and I thought, 'Gee, this has got everything on it!' It was all there - the driving lights, the overrides, the wire baskets for the headlights, everything. It was a genuine, Australian-delivered car and it even had a special order bench seat and Rudge wheels too, which was a huge plus. The body was very good. The floors were rusted, but the doors were fine. Samford's dry air did a good job of preserving it."

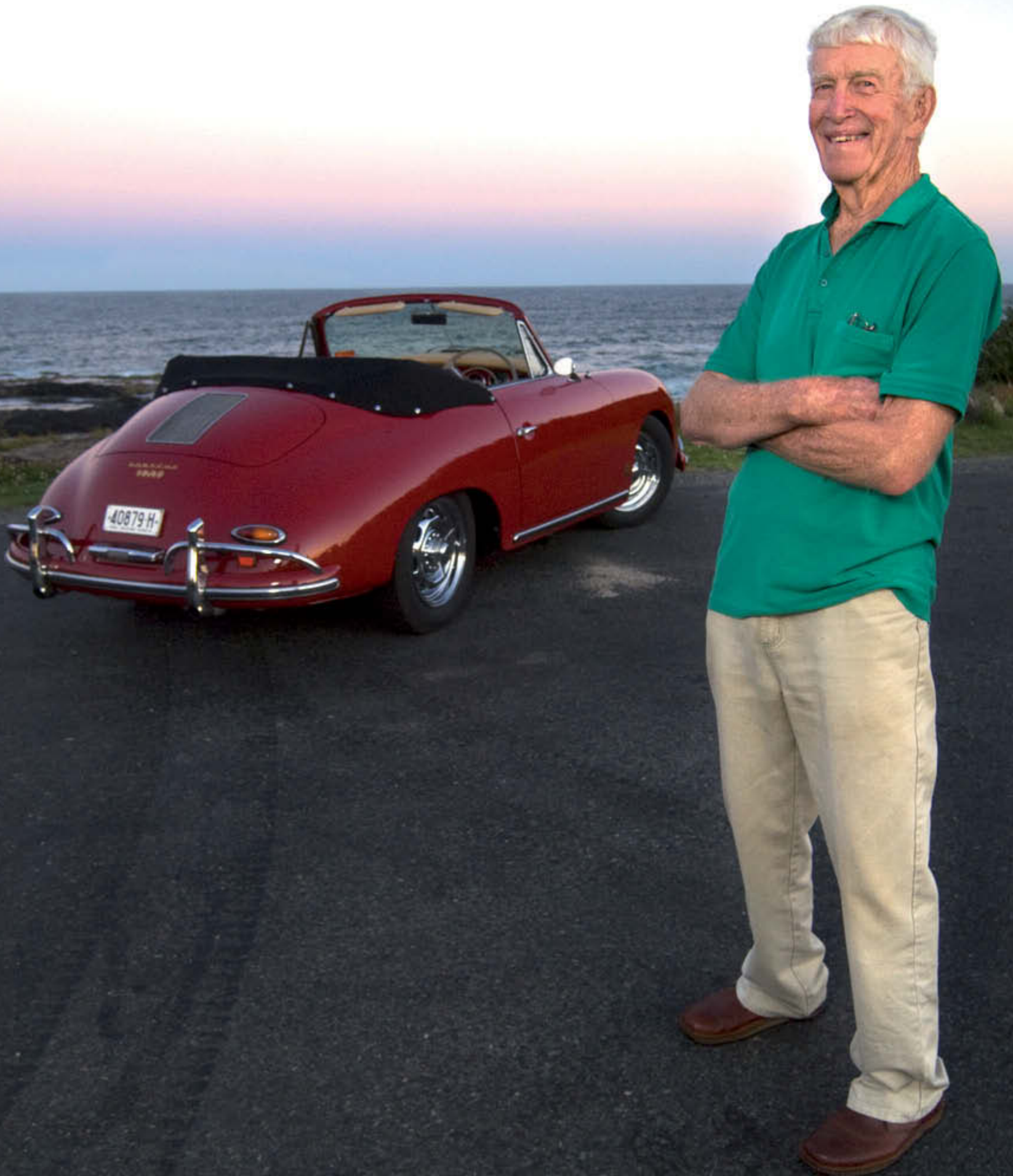
Despite being almost disappointed that he didn't find a 'family of rats living in the glovebox' or a 'snake in the fuel tank', or anything else that would be worthy of a 'true barn-find' Phill loaded the Ruby Red A on to the trailer and towed it home to begin work on the restoration, where it would eventually take pride of place among his beloved collection of 356s.

Almost four years on, Phill finds himself watching the waves break on the rocky shore at Lennox Head as the sun sets on his achingly pretty Cabriolet and can't help but smile as he recounts the story of how his love affair with Porsches began.

"A mate and I were skiing in Lech, Austria around 1964 and we happened to stumble across this Porsche rally that was being held there. I looked at the cars

*Right: Phillip Nowell and his 1958 356A - a true barn-find complete with Australian order front bench seats and highly desirable Rudge wheels*





and thought, 'Oh boy, these things are unreal, absolutely unreal!'

"After we got back to Australia I tried to chase one up through my mate. He wrote to Norman Hamilton, who was Porsche's Australian distributor, and was told that you couldn't buy them anymore as production had finished.

"So I ended up looking in the newspaper and bought one from a chap who lived in Newcastle. It was a 1964 1600 C coupe, white with red upholstery. I just loved it. I took it for a run and couldn't believe how good it was. The bloke wouldn't budge on his price and I ended up buying it for £2000, which was a lot of money in 1967 – you could have bought a house for about £4k or £5k, not in the most salubrious suburb maybe, but it would have been a house all the same."

Having owned a Sprite and a Triumph TR4 previously, Phill was no stranger to quick, sporty cars, but was still blown away by the little Porsche.

"In those days it just had everything – speed, handling, fuel economy, everything wrapped in to one. It was a man's dream, I was absolutely rapt."

Needless to say, Phill was hooked and 356s would become a near constant companion to him through most of the major milestones of his life. In fact, that original 356 even helped him to pull his future wife!

"A mate of mine knew Annie. He was putting on a few drinks for her birthday and reckoned that I should come along. So, I rolled in with a bottle of champagne, looking to impress, while the opposition turned up to the party carrying slabs of beer. At any rate, we clicked and ended up going out a few times and the rest as they say is history. To be honest, though, I still reckon that it was the Porsche she really fell in love with. She just took me along as baggage..."

A few years later Phill's first son, Scott, arrived (coming perilously close to being delivered in the 356) and was proudly driven home from the hospital in the back of the Porsche, curled up contentedly in a basket wedged behind the front seats. "Gee, we had no straps, no safety harnesses, nothing to hold the basket down," laughs Phill. "I don't think you'd get away with that these days! It's funny, but I reckon that's why he's so besotted with Porsches now. He's been brought up with the sound of them from day one."

With the arrival of their second son in 1976, Phill was forced to part with his beloved 356. Although he'd get his money back on the car, the sale left him heartbroken and it would be nearly a decade before he'd own a Porsche again.

"I got round to buying a 911 Carrera in 1984," says Phill. "But I hardly ever drove it. I just couldn't come to terms with it at all; it was a much heavier car than the 356 and the driving experience just wasn't the same, so I got rid of it.

"It was Scotty who suggested that I should probably go and find myself another 356. So I looked and eventually found another 1964 1600C in Manly. It had been badly converted and was rusty in all the usual places, but I bought it and took it straight round to a guy called Peter Chermiside who had a workshop in Hornsby, north of Sydney, and he restored it for me.

"It was originally a Bali blue, but I had it painted white and fitted it with red upholstery just like my original car. I was determined to live that dream again!"

After the white 1600C was completed, Phill stumbled across a trio of 356s in 1999 that had been stored in a shed under a pile of junk. Several were in bad shape, but one of them happened to be a very promising '52 A, which he restored over a nine-year period and subsequently won the national 356 Register concours with. Yet another 356C was to follow, in order to cure his hankering for something he could 'just thrash around the hills', and that managed to tide him over until he learned about the 1600 Super in 2009, which brings us back to the present day.

"I can't believe how well the car turned out, it really is a credit to the guys that did it for me," says Phill. "Pete Chermiside did a fantastic job restoring the car, but Merv Hardiman's paintwork was amazing. I couldn't believe how good it was straight out of the gun.

"You know, I slipped down there every couple of weeks to see how things were going and it was amazing to watch the old girl slowly come back to life. I wanted the job done absolutely perfectly, so I got a guy called Tim Ward in Melbourne to do the upholstery and I was gobsmacked at just how well it turned out."

Finally complete, Phill and Annie drove the car straight out of the upholsterer's and took it on its maiden voyage to Porsche Australia's 60th Anniversary bash where it won best of show – much to their surprise.

"To be honest, it wasn't winning I enjoyed so much, it was just so satisfying to see the car being appreciated by true enthusiasts," beams Phill. "That's the thing I love most about these 356s – they engender really true and honest enthusiasm. It doesn't matter who you are or what you do, there just seems to be a great camaraderie among the owners and I think that's what makes them really special." **PW**

*Captioning this in a snow hit UK, we're not even remotely jealous of Phillip cruising around in his 356A Cabriolet enjoying the Australian summer. Indeed so good is Phill's car it won best of show at Porsche Australia's 60th Anniversary bash*



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Words: Johnny Tipler  
Photography by Antony Fraser

# BEST OF BOTH WORLDS

It looks the part, and it goes even better: PS Automobile's 911 S/T presents a classic image, powered by modern 964 drivetrain and running gear. It's good enough to lure questing classic buyers from their original mission

'It may be gone some time,' I say, paraphrasing Captain Lawrence Oates as he ventured fatefully from his blizzard-blasted Antarctic bivouac. Global warming? Not hereabouts. I'm at downhome Paderborn airport in north Germany, sampling – as there's not the faintest cat-in-hell's chance of a full-on drive under the circumstances – PS Automobile's fabulous backdated 964 S/T. It's our second visit to check out the car, this time freshly finished, and in January the weather is in the lap of the gods. And for the last 24 hours it's been snowing, heavily. All day long they've had a convoy of six snowploughs clearing the runways, so at least I have a chance to slide the Slate Grey stalker on some vestiges of tarmac. But for the most part the road surface is a sheet of ice, blanketed in snow, and even our host Dirk Sadlowski who's an experienced racer can't go more than a few yards without spinning, and he's constantly correcting the 911's pendulum tendency. My brave snapper takes a tumble while panning, too. Exposed to the elements? Winter drawers on, luckily. It's not every day that the opportunity presents itself to indulge in handbrake turns, but on the country lanes twixt Lippstadt and Paderborn they're irresistible, if only because that's the most effective way to get the car pointing the right way again. Spins happen involuntarily. In a straight line at 20mph, the slightest

application of the throttle provokes a gyration. They may have the autobahns gritted, but the back doubles are untreated – which actually is a mercy for our 964 backdater; the last thing a brand-new car needs is exposure to salt. Further progress in this fashion is futile, so Dirk summons his boys to bring a covered trailer and we fetch up at Paderborn airfield aboard the works Cayenne, our spirits mollified. A quick sprint up the perimeter runway reveals more of the car's potential: the fresh 3.6-litre flat-six promises the 964-based car to be a booming playmate. There's not a lot more to be discovered under the circumstances, so it's thoroughly cleaned up for the photoshoot where it graces the dozen or so fabulous vintage aircraft hangared here. Dirk owns three of them, and he's a prime mover in the airport hierarchy, citing investment plans for expanding the hangars and restaurants.

PS Automobile is located in an industrial estate on the outskirts of Lippstadt, not far from Düsseldorf, Münster and Bielefeld in north Germany. The bright showroom is full of enticing Porsche competition cars including 906, 934 and 'Moby Dick' 935, plus a few select road cars including the ex-Jo Siffert 911S and a lovely pre-war BMW 328. Oh, and the veteran-look Horex electric bicycles that Dirk markets, which proved an irresistible hoot on our earlier visit. Over the years he's raced a





*Interior isn't an authentic remake of an old school 911 cabin, and nor is it meant to be. There's enough detail to give it the right look, but it's still modern and functional*

variety of Carrera RSs and RSRs, a 906 and 935, and only last year scored an overall win in a 1-hour race at Hockenheim in a 1971 2.5-litre S/T against GT40s and 3.0-RSRs. During the '80s he ran a furniture business in the USA and began buying vintage Porsches. PS – the company's initials – stands for Planken and Sadlowski: Toni Planken (whom I met racing his 911 in Mexico in '07 when I was covering La Carrera Panamericana) now runs nearby TP Motorsport Services and drives a 904 in historic events. Toni and Dirk founded PS Automobile the other side of Lippstadt 20 years ago, dealing in classic 911s; one of their main customers in the early 1990s was Oxford-based Porsche specialist Russell Edmond-Harris. After an electrical fire destroyed the original (modern) workshops, damaging a 911S and a 904, Dirk and Toni went their separate ways. Ten years on, Dirk handles mainly historic 911 road- and race cars, trading perhaps 80 cars a year. But here's the thing: as classic Porsche prices soared and it became harder to source good or even restorable cars, he hit on the idea of creating a vintage car with modern running gear: 'even though the prices are going up dramatically right now, you can still find a 964 as a base car that's pretty much in shape: you don't have a huge body problem, whereas old 911s have a huge body problem, which means you've got to restore the base car first before you can do something with the technical part of it.' With several strings to his bow, PS is a solid operation: Dirk's wife Verena is in charge of admin and Jutta Müller is company secretary, greeting a succession of customers, visitors like us and associates like Eberhard Baunach, charming CEO of

Kremer Racing who turns up while we're there.

So what exactly is this rumbling retrospective we've come to see? It's badged as a 911 S/T, but are we any the wiser? I consult Porsche guru and '77 Le Mans winner Jürgen Barth for a concise definition: 'the 911 S/T was never an official Porsche name,' he says; 'only after making the 911S with the spartan interior of the 911T we called it internally the 911 S/T. That's it; there's no mystery!' They did that to make it more competitive as a competition car though, and it's still an interesting proposition: why would Dirk elect to backdate a 964 into the rather obscure S/T in the first place? 'Replicas of the 2.7 Carrera RS abound,' he tells me, 'and as well as allowing us to embrace the full classic 911 look, the S/T will appeal to connoisseurs of 911 race cars from the early 1970s as well.' As Dirk points out, its race provenance is intriguing: 'the 911R came out in 1967 and won international rallies and long distance races with factory support, so it was the first really successful Porsche GT car: the 2.2S and the 2.3 S/T in the race versions continued into the 2.5 S/T and the 2.7-, 2.8- and 3.0-litre RSRs.' Like the 911 T/R and 911 SC RS, the S/T is also amongst the rarest of 911 variants, since Porsche produced just 21 S/Ts in 1971 and 1972, as well as those returned to the factory to be retrospectively upgraded. Whilst our subject car uses a rebuilt 964 motor, the 911 S/T was equipped with a 2.5-litre version of the flat-six, incorporating RSR cams, 10.5:1 high-compression pistons, twin-spark ignition, a balanced crankshaft, and further esoteric refinements including a 906 flywheel, racing clutch, close-ratio gearbox, aluminium front calipers, limited





slip diff, and ATL fuel cell. Most S/Ts were fitted in period with 7in Fuchs on the front and 10in Minilites on the back, because contemporary Fuchs rear rims didn't provide as much offset to the outer rim, and the Minilites gave just that little bit extra track. The PS Automobile 964 S/T runs on the full complement of Swiss-made Fuchs replicas, specially designed by PS, and very nice they are too, subtly incorporating a wider hub section that's necessary to accommodate the 964's bigger front brake assemblies. They're shod with 205/50R x 16 Bridgestones on the front and 225/55R x 16s at the back.

The PS Automobile S/T starts off as a perfectly decent 964. The shell is stripped of its seats and upholstery and purged of grime pre-painting by ice-blasting, while the engine and gearbox go off to be rebuilt. Only the wiring loom remains in situ. The aim is to shed 200kg, which achieves a similar power-to-weight ratio as the 2.7 Carrera RS. The equation goes something like this: the RS Touring tips the scales at 1,025kg with 210bhp, while the PS 3.6-litre S/T weighs in at 1,225kg whilst developing 295bhp. That's a saving of 200kg, or nearly 500lb. Weight reduction is achieved by using fibreglass panels, RS front wings, lighter pre-impact bumpers, and omitting insulation material from the shell surrounding the engine bay and the front

luggage compartment. The car is painted at a local bodyshop, properly finished beneath the new panels as well. Upholstery is also done locally. They lay RS carpet throughout, having discovered that it has particularly taut backing and the velour is also very tightly woven, and when installed without insulation there's a saving of some 100lb, with the added benefit that noise is also suppressed by over 60-percent. Though the S/T features lightweight door cards and RS-style leather thong door-pulls, the 964's electric windows are retained because the motors aren't that much heavier than the do-it-yourself mechanism of wind-up windows. As Dirk declares, 'much of the S/T's weight advantage comes from leaving out the aluminium beam that's behind the bumpers on the 964, plus the fibreglass front bonnet and the aluminium engine lid, and all the insulation material that's left out. Lighter Recaro seats play a part too. We are talking about almost 15-percent less weight and 20-percent greater power output, and that's one third better performance.'

There's close attention to detail: all the original screws, nuts and bolts are cleaned and re-anodised. New oil and fuel lines, brake pipes and cables are installed, and of course the engine receives as many new parts as deemed necessary by the builder after a compression test; there'll be new pistons and rings,

*Messing around in the snow! Shortened valance means silencer is on show. Exhaust system is wilfully loud. Stance with fat replica Fuchs is perfect*

“The pugilistic stance of the car, with its origins in the broad arched 964, is agreeably purposeful”

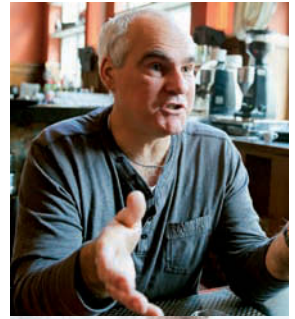


## PS AUTOMOBILE 964 S/T REPLICA

barrels maybe, a new clutch and oil pump, and the 964's Bosch fuel injection is retained unless the customer wants PMO carbs. To achieve the S/T's classic styling the 964's bolt-on front wings are switched for period RS items, and the gaps between the wing and the pre-impact valance are neatly spanned with welded-in metal inserts. A deeper front lid matches up with the shiny bumper, sidelights and horn grilles, set off by a pair of oval fog lamps with haunting yellow lenses, while at the back the correctly dimensioned aluminium engine lid marries up with the rear bumper and its rubber-faced overriders, reflectors and light clusters. The nicely sculpted gilt S/T lettering on the engine lid provides the only clue as to the car's identity. The foreshortened rear valance means the 964's main silencer is totally visible laterally, though it's by no means unsightly. A cat by-pass and smaller right-hand silencer complete the exhaust system, which is wilfully loud, and for good measure a pair of pedestrian-blasting air-horns lives inside a front wheelarch. Along the sides of the car below the doors the sill covers are also curtailed, and on the right-hand side reveal the oil lines just like the original S/T. The pugilistic stance of the car, with its origins in the broad-arched 964 shell, is agreeably purposeful, backed up by near flawless panel gaps. The refurbished 964 brake assemblies and suspension components are retained, including ice-blasted wishbones and new Bilstein coil-over dampers – adjustable for bounce and rebound, and incorporating smaller assister springs – while spacers are fitted on the hubs to arch the Fuchs replica wheel rims over the

calipers. Though the car is finished in Slate Grey there's a co-ordinated anodised aluminium theme to the ancillaries, starting with the road wheels and extending through the side window frames to culminate in the gear lever knob. Though the donor car's side windows are retained, the front and rear screens are smaller than the 964's.

The cabin interior is a subtle blend of 964 and period items: the dashboard and dials are 964, while the seats are classic-look Recaro buckets – leather in this car because that's what the customer ordered, though PS Automobile S/Ts would normally be kitted out with seat centre panels upholstered in the black and white hound's tooth pattern. Says Dirk, 'you can order the car with either the original S/T interior, which implies lightweight door panels like this car has, or for full comfort you can also have the original 911S deluxe interior with map pockets and door handles.' The modern – though typically fickle – 964 heater and air-con system is still in place, while the hi-fi consists of a Becker Europa radio that looks as if it came straight out of a 1970s car, but is in fact a masquerade, in reality a state-of-the-art digital unit concealing DAB internals. In the left-hand corner of the glove box there's a plug-in socket for a mobile phone to keep the on-board Blue Tooth technology up to the minute, though the period ambience is maintained by the dished three-spoke Nardi steering wheel. The paradox is that, while the S/T was a hardcore track racer back in its heyday, the PS Automobile recreation is a svelte, refined and beautifully finished Grand Touring car. Still, what's in a name? The image it projects is certainly a



Above: PS Automobile main man, Dirk Sadlowski  
Below: The vintage planes are Dirk's too, making for a very cool backdrop



“We’re creating a modern interpretation of the 1971 S/T with the same – or better – driving experience”



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*Below: The 964 engine remains standard, but undergoes a full rebuild. PS Auto can fit PMO carbs or increase capacity as desired*

cool one; and with more than 1,000 hours of work spread over six months, so it should.

And the cost of this Graceful Grey Lady? €136,850 (£114,383). There's a certain irony in that PS Automobile's main rival in the backdating stakes – certainly at this exalted level – is another PS: to be precise, our friend Paul Stephens, based at Little Maplestead between Sudbury and Halsted astride the Essex/Suffolk border. He's been in the backdating business for a few years now, and offers three different levels of sophistication, based on style, extent of conversion and financial commitment. Dirk showed his first 911 S/T at last year's Essen Techno Classica and so far produces just the one version. And although a bit dearer than Paul Stephens' high-end AutoArt cars, it is very good indeed. Our subject car is PS number 2, identified by the anodised shield on the centre console,

and meanwhile two more S/Ts are under construction. 'We're creating a modern interpretation of the 1971 S/T with the same – or better – driving performance, but a car that's usable every day,' says Dirk. He is also talking about using brighter hues from the early 1970s colour chart, even doing a Targa version. In a sense there is already a second line: Dirk's three technicians – Lars Hellmann, Raffaele Gallo and Christian Heltmann – have also constructed a classic 2.7 Carrera RS race car based on a 1972 2.4 T, which is equally impressive in terms of aesthetics and build quality. The formula is right and, in amongst the classy rolling stock populating Dirk's showroom, the S/T is a complementary exhibit. So good, in fact, that some customers shopping for classic 911s have actually ordered a backdated S/T instead. Right now though, we're in thrall to the white stuff, so I'd advise they have a set of snow tyres to hand. **PW**



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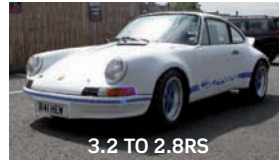
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# QUICKSILVER JUBILEE

In 1975 Porsche marked its 25th anniversary with 1,063 special edition Carreras; a handful came with 2.7 RS engines, and these two silver dream machines provided a sparkling surprise

Words: by Johnny Tipler  
Photography: Antony Fraser



**S**o silver, so quintessentially German, evoking images of the national racing colour in use from '30s to '60s. These rare birds are 25th Anniversary specials, kitted out and badged at the factory to mark the firm's Silver Jubilee in 1975, and they're the earliest examples of Porsche's commemorative special editions. Zuffenhausen produced 1,063 units in this guise during the 1975 model year, divided into 664 Coupés and 399 in Targa format. All were finished in Diamond Silver Metallic, with cockpits

and cabins upholstered in an extraordinary silver-and-black tweed, with a numbered plaque fixed to the glovebox lid or passenger dashboard. A large percentage of both versions – Targa and Coupé – were made to US spec, 510 and 249 units respectively, based on the regular 2.7-litre, 150bhp 911 and the 175bhp 911S. But here's where we break new ground: what makes these two silverados really special, even in this rarefied context, is their driveline. A handful received the by-now deified 2.7-litre Carrera RS flat-six, enabling a very





healthy 210bhp. In the case of the Targa, 16 cars were fitted with RS motors, and probably 30 Coupés ran the RS powertrain. That's what we have here.

My photographic colleague and I have wound up at 911Motorsport at Kontich in the bourgeois Antwerp hinterland, where illustrious patron 'OBF' – Our Belgian Friend (who wishes to remain anonymous) – has alerted us to these virtually unknown models. In a year when everyone's fixated by the 911's half century, it's nice to find a 911 that's actually celebrating the company's years in business. This is my first contact with the Silver Jubilee model, though in the past few years we've driven 30th Anniversary 964 and 40th Anniversary 996, not

encounter. You'd be forgiven for thinking these cars are much newer than their 38 years; it's the impact bumper look that does it, being more readily associated with the SC and 3.2 Carreras of the 1980s. But it does seem incredible that Porsche had only been going 25 years when these babies were made, a period dense with model lines encapsulating the 356, 911, 912 and 914. Identifying the Silver Anniversary cars, and indeed any 2.7 model against a Carrera 3 or SC is largely down to checking the badging and the detailing: the Carrera script on the rear lid implies it's a 2.7, and the evolutionary model proclaims itself a Carrera 3.

OBF's Targa is a recent addition to his stable. It's

*Above: It's unclear whether this 25th Anniversary 911 Targa came as standard with silver centred Fuchs. If not they will be returned to black. The same applies to the whaletail (below). Grey and silver cloth cheque inserts on the seats and door panels certainly make a statement*

**“It does seem incredible that Porsche had only been going 25-years when these cars were made”**

forgetting the Anniversary Carrera from 1988. We spent much of last year ducking and diving in and out of 40-year old 2.7 Carrera RSs, and now I'm confronted by a pair of impact bumper cars with the same powertrain and I'm sceptical: I can't help wondering whether the performance will be muted in the heavier facelifted body, despite the famed RS engine. It's a prejudice that largely emanates – possibly unfairly – from a disappointing test drive on Dartmoor, long ago, in a Carrera 3. We'll find out later.

OBF owns the Targa and is storing the Coupé for a friend. Little is known of the latter's history, though the metal plaque on the glovebox lid and its wild upholstery make it a prime candidate for our back-to-back

sufficiently unusual to have attracted his attention, and he found it in Austria. An appraisal begins with the cockpit: the Targa's navy blue carpet matches the hue of the leather and the astonishing check of the woollen fabric that upholsters the central section of the seats and door panels. It's got the Porsche 25 Year Anniversary metal plate on the glove box lid, and presents a typical 1975 dashboard with period steering wheel and usual clocks and switches, but surprisingly, no radio. However, OBF plans to install a NOS Bamberg Blaupunkt radio (option M422) since that was a feature of the Silver Anniversary's extensive options list. The odometer reads 34,581 kilometres. The heated rear window is cream, which is different. It has opening quarter-light windows,





*Above: Lightweight mirrors in place of the then contemporary 'flag' style mirrors. Black centre for Fuchs wheel offsets the silver nicely. Below: The 911's classic lines are accentuated by lack of rear spoiler*

## OPTIONS LIST FOR THE JUBILEE MODEL

M426 was the designated option code for the Silver Anniversary model.  
 Metal badge proclaiming Type 911 Carrera anniversary "25 Years of Porsche driving"  
 Colour: silver metallic Z4Z4  
 M 432 Protective lacquer finish  
 M 426 anniversary package  
 M 102 two-stage heated rear window  
 M 288 Headlamp washers  
 M 422 Blaupunkt "Bamberg Stereo"  
 M 461 power aerial  
 M 481 5 speed box  
 M458 pressure-cast 6in wheels  
 M404 18mm rear anti-roll bar  
 M496 black exterior trim  
 M565 380mm diameter sports steering wheel

which are stiff to operate and thus an involuntary security benefit, perhaps.

There are a couple of incongruities: that whaletail rear wing does not fit comfortably with the Targa's cockpit lines, and OBF is keen to find out if it was part of the original package; if not, it would be replaced in short order by an un-spoilered engine lid. The first owner kept all the documentation so such information should be available. At any rate, the whaletail was only introduced in 1975, so it would have been an innovative statement at the time. 'There's no getting around it,' he says ruefully, 'a whaletail just doesn't look good on a Targa because of the angle of the rear window glass. It doesn't progress smoothly into it. What we want to see is an ordinary engine lid without the whale tail!'

The second eyesore is the Targa roll hoop, victim of a blindfold painter let loose with a pot of Hammerite – or so it would appear. The Targa hoop was painted black from 1977 when the 'black look' window trim was introduced, but surely not by the local evening class still-life acrylic group. The hoop's on OBF's agenda. 'It's not perfect, but I can drive it every day the way it is, but if I do make it perfect I will probably not drive it.' It's a bit of a balancing act: does he keep it 'as is' or restore it, because if he renovates the bumpers because they are slightly bubbling, refreshes the door handles and repaints the Targa rollover hoop, the car would look significantly different – though not unusable.

The Coupé is on Pirelli P600s, 195/65R15 on the front and 215/60R 15s on the back, while the Targa's all-silver Fuchs are shod with Goodyear Excellence 195/65R 15 on the front and Goodyear Eagle NCT5 215/60R15s on the

## HAPPY ANNIVERSARY!

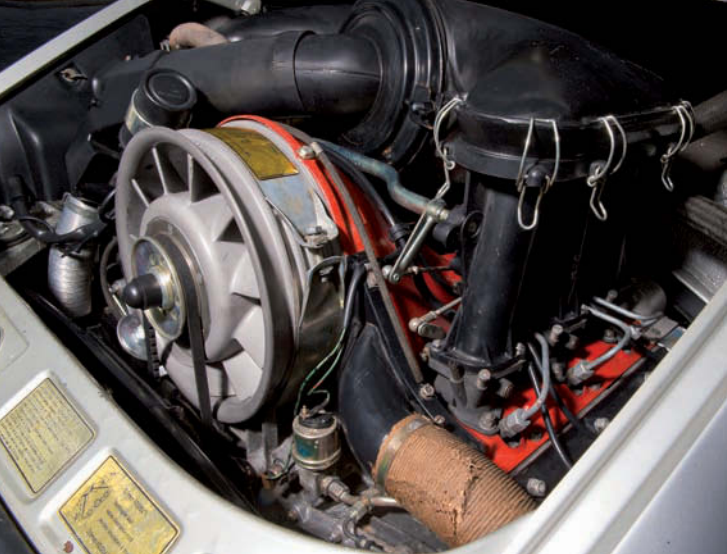
In an era when the major manufacturers desperately offered bizarrely-named special editions to clear old stock lines, Porsche was unusual in presenting a special edition that simply celebrated its years in the trade. However, there's only one other model that commemorates its longevity, and that's the 911 SC 'Ferry Porsche', of which 200 units were made from the start of the 1982 model year when the firm was 50. They're finished in Meteor grey metallic, with burgundy leather upholstery and matching velour carpeting, featuring 'Ferry Porsche' signature on the head restraints of the seat backs.

The only other special edition models commemorate the longevity of the 911 rather than the company's longevity. In 1988 the Jubilee Carrera was unveiled, celebrating 25 years of 911 production, and almost coinciding with the 250,000th 911 that rolled out of Zuffenhausen on 3rd June 1987. These Anniversary Carreras were finished in Marine Blue with metallic blue leather seats and F. Porsche monogrammed headrests, opulent matching carpet and stubby Club Sport gear levers. You could order wide- or narrow body spec, and 875 cars were made in a mixture of Coupé, Cabriolet and Targa, with most going to the USA, 250 reserved for the home market and 50 made it to the UK.

On the 30th anniversary of 911 manufacturing in 1993, Porsche announced the Celebration special edition. The wide-body 964 Turbo was the donor vehicle, though all 911 (nine-hundred and eleven) units were normally-aspirated 964 C4s with regular brakes and running gear. Paintwork was Violet Blue metallic, with stylised '30 Jahre' badges inside and on the engine lid.

The 40th Anniversary special edition celebrated 40 years of the 911, and was available in 2003 and 2004. They made 1,963 units, all painted GT Silver Metallic, previously offered on the Carrera GT. The front panel featured the large air intakes from the 996 Turbo but with colour-coloured slats. Aero kit skirts augmented the sills, and there was a "911 40 Jahre" badge on the back. Polished 18in Carrera wheels and tailpipes completed the look, while a switchable sports exhaust fitted as standard provided the soundtrack. Cabin upholstery was dark-grey soft leather, on heated sports seats, plus GT Silver hued centre console, silver bezel surrounds and Bose sound system. The suspension was firmed and lowered 10mm, aided by standard PSM and a limited-slip differential. An X51 powerpack lifted output to 345bhp, 25bhp more than standard, making it second only to a GT3 in terms of the performance of a non-turbo'd 996.





*Above: What all the fuss is about. Both these 25th Anniversary cars sport the legendary 210bhp, 2.7 flat-six as found in the 73 RS. These would be the most powerful post 1974 911s until the arrival of the 204bhp 911 SC in 1981. Plaque on dashboard denotes 25th Anniversary status*

back. OBF is uncertain whether the Targa was delivered with its wheels presented like this, and is prepared to restore them with black spokes unless it can be proven this is their original look.

The Coupé is unusual in that it's got the sports air dam but no whaletail. OBF reveals the ambiguity: 'At the time you were not supposed to have the whaletail without the front air dam, but you could have a front air dam without a spoiler.'

In both cars the choke and defrosting controls are either side of the handbrake. The Coupé's Blaupunkt radio looks the part but doesn't work. The switches are all of a slightly different vintage to the ones in the other car. The Coupé has electric windows while the Targa's are manual. There are some obscure non-standard switches on the Targa dashboard, their function thus far unexplored. The two keys for unlocking the Targa roof from the front screen header rail live in the glove compartment. The seat belt is the kind where you latch the strap into a holder, prompting the observation that restraints have evolved a lot since the mid '70s.

The 2.7 RS engine makes these cars an intriguing proposition. Both are much quicker and sportier than I recall the Carrera 3, and the power delivery characteristics of the RS motor make both Anniversary cars seem much more alive. The contemporary 1975 2.7-litre 911 was rated at 150bhp, and the 911S – which could



also be configured as an Anniversary model – developed 175bhp, while the fettered California car was pegged at 160bhp. From 1976 the Carrera 3 produced 200bhp, and it wasn't until 1981 that the SC attained 204bhp.

The Targa feels like it's somewhere in the middle between classic and modern: the zingy 2.7RS engine really loves to rev, yet the dynamics of the car are more like the wide impact bumper car. It's a 915 gearbox, which should be delicate to operate but feels clumsy compared with the 901 and indeed the G50 gearbox, and considering it's only done 34,000 miles that's a bit

of acclimatising from an open top cabin to a closed one, but there are other dissimilarities. It's not possible to say how many miles the Coupé has done as the odometer is registering all the gs at the moment, though it's eager enough when I fire it up. The oil pressure light's flashing as I'm driving. It feels tauter than the Targa, with a lovely weight to the steering as I power round the lanes. Horses and friesians abound, and apart from the myriad greenhouses I can mostly see clearly whether anything's coming, though I am respectful of the ditches that line the corners. The Coupé's zesty engine delivers a brisk

*These two 911s were built to celebrate 25-years of Porsche as a manufacturer. Hard to believe that at the time the 911 itself was just 13 years old and already considered to be near obsolete by some at Porsche. This year, of course, we celebrate 50-years of the 911*

“The Coupé's zesty engine delivers a brisk performance excelling from 4000 to 5000rpm”

surprising. But it drives nicely enough, accelerating very swiftly, and I'm pleasantly surprised. Performance is vivacious, and even though the steering is non-assisted, it's easy to control in a tight turn-in situation. It seems more softly sprung than the Coupé, which makes it the better of the two in an urban context. On the other hand, the Targa doesn't come off the throttle instantly due to a worn accelerator connection, though both engines are eager and willing and rev very nicely.

Switching between the two should be a simple matter

performance and excelling from 4000- to 5000rpm. It's much livelier than I thought it would be, and it feels more planted than the dainty 2.7 Carrera RSs that I drove earlier in the week. The Coupé brakes are sharper than the Targa's, though the alacrity and dexterity of both these cars is impressive. In fact I am amazed what good cars they are; both have a nice hunkered down feel, more redolent of the Carrera 3 than the preceding 2.7 Carrera RS, and yet it's that engine that makes them really sparkle. **PW**

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# RAMMER LAMMER DING DONG

Your first ride in a Porsche is in a 917 at Le Mans. How d'you follow that? Well, you could always win Le Mans, and race a 956 and 962. Meet the man who did: Jan Lammers

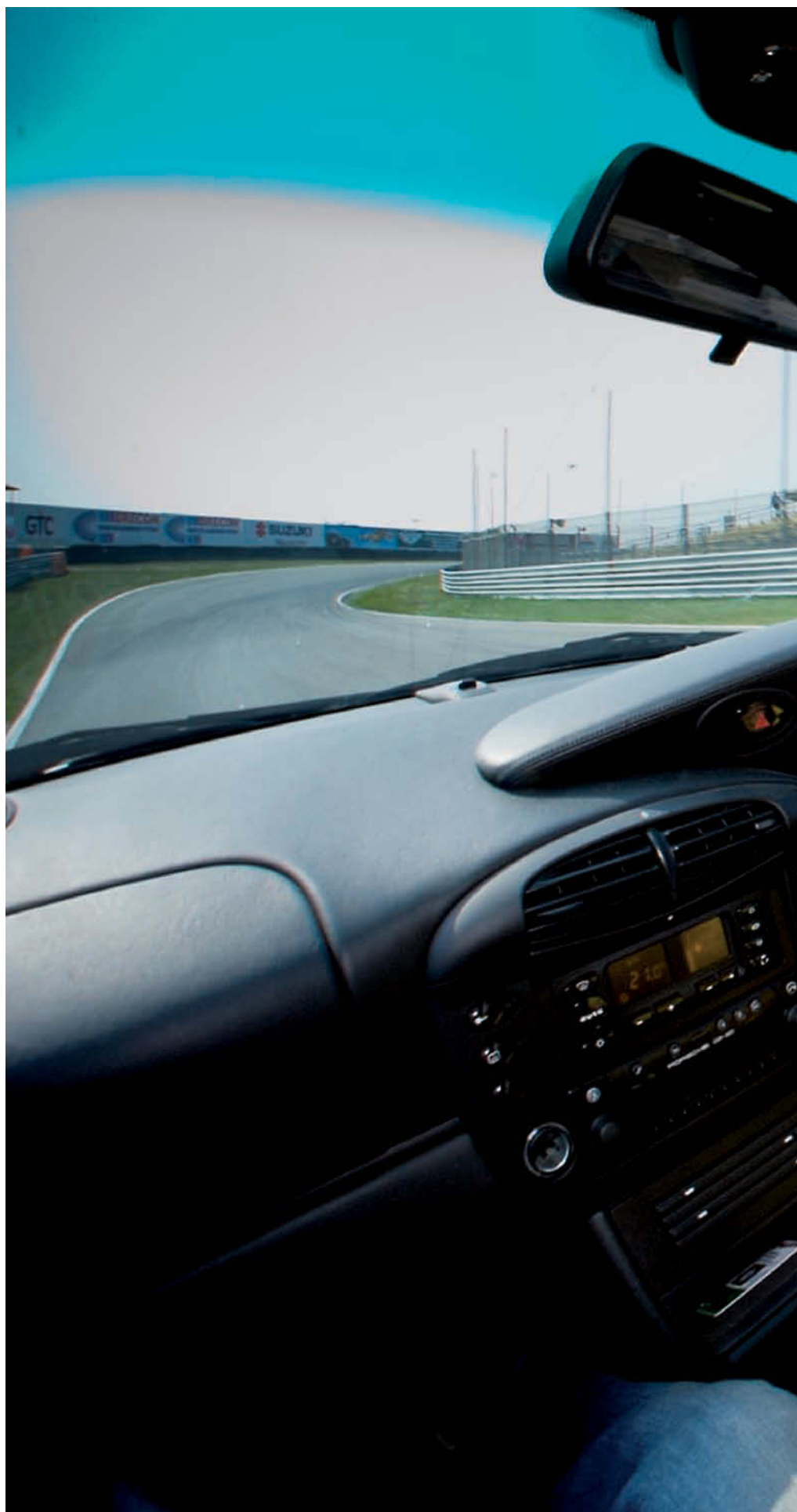
Words: Johnny Tipler  
Photography: Antony Fraser

The G-forces released by 403bhp pin me back in my seat as we pitch right and drop into the blind right-hander at Scheivlak. The Silver Dream Machine clips the apex and bullets cross-track as Jan Lammers sets it up for the next right-hander and for half-a-dozen laps we switchback our way round Zandvoort's 2.6-mile roller-coaster sand-dune circuit. It's fast, maybe twice as fast as I'd gone myself a few minutes ago.

We're using and abusing Antony Fraser's 996 GT3, which benefits from a DMS Automotive remap, and Lammers laps it up. Excessively lowered, its Yokohamas squirm as we drift the mighty Tarzan hairpin, straightline Gerlach, turn-in late for Hugenholtz, and rush up the rise to Hunzerug and into Slotermacherbocht, Jan's favourite bit of track. Aside from the topography there's a good reason why: our wiry Dutch ace learned the

tricks of the trade from skid school specialist Rob Slotemaker, after whom the corner's named. Jan owes him; Slotemaker was at Le Mans with his whippersnapper protégé to give sliding demonstrations when Steve McQueen was filming the eponymous movie. Kicking stones at Tertre Rouge during the lunchtime lull, Jan was picked up by McQueen's mechanic in a Porsche 917 and driven around to Les Hunaudières where the Hollywood star was in action. 'I heard a growling noise behind me,' recalls Jan, 'and this beautiful 917 stopped, and the mechanic, who'd been told to collect me, gave me the ride of my life.' In that instant, Jan's ambition to win Le Mans was sealed, though it took 17 years to fulfil. 'During my last lap in 1988, that ride came back to me, and although it was a million miles ago it was really emotional. Such a privilege.'

That 917 was a far cry from the little rear-





engined Simca 1000 saloon Jan was using for McQueen's private skidding demonstration, but the King of Cool was impressed. 'We were just around the corner from Mulsanne corner in the strip by the pit signalling area. We pumped the tyres up real hard and I did some spins, went through the whole repertoire. McQueen reacted like he always did, a bit serious and a bit chilled, but he said, "that was quite nice," and gave me his autographed picture. I remember vividly that Slotemaker trained us to keep our feet on the ground and not get big headed, so if I won a race I had to do the dishes and make the coffee. McQueen was giving me this picture, and I thought, "what made you think I wanted that?" and I thought it was quite arrogant of him at the time. But ten years later when he was seriously ill I thought, "shit, what did I do with that picture?" Now it's up in my office and I feel differently.'

Jan was born in Zandvoort town centre, so his backyard circuit was a natural attraction. Skid school principal Rob Slotemaker was an all-rounder who co-drove international endurance races and rallies

including the Monte Carlo Rally, Le Mans, the Targa Florio and Spa 1,000kms, plus F3 single seaters; he gave twelve year old Jan his start in 1969. 'I went by the skid school to see if they could use a handyman and he said, "go and wash the cars," – that was his test.' At the end of the day, skid school finished, students departed and cars washed, Slotemaker took Jan and a couple of other aspiring racers onto the track for a driving lesson, followed by a Chinese takeaway. 'He was a very educational character and I am still grateful,' says Jan.

'He took care of my first four years' racing, either by paying for it himself or getting sponsorship. It was a nice promotion for his skid school. He took great pleasure in stuff like that; he had a big boat and when there was no work at the skid school we painted the boat: we were like a little family.' Ironically, Slotemaker was killed in 1979 when his Camaro spun on oil and he hit the medical car attending another accident. The skid school is still at Zandvoort though the circuit is different these days, since half of it was redesigned in



*Jan Lammers – could it be anyone else? The trademark curly locks and youthful enthusiasm for a career that spans four decades and includes everything from F1 and GpC to racing the famous Volvo T5 estate in British Touring Cars*



*Right: Lammers is currently piloting a 997 Carrera Cup car in the Dutch GT4 Championship. Historics feature on his agenda too with a run in the Carrera Panamericana in a 550 Spyder a couple of years ago and appearances on the Mille Miglia*



1990 to accommodate a bungalow development. 'It's changed for the better,' comments Jan. 'Ok, in the traditional sense you'd like to keep the old, and it still has that beautiful Slotemaker corner over the hill where you go into the blind right-hander, then there's the new bit with all the tight hairpins. It's still the same length but more intricate.' The biggest event that Zandvoort ever staged was the 2006 A1 GP, the World series employing 2004 Ferrari chassis and 4.5-litre Ferrari engines, in which Jan ran the Dutch team as well as the promotion. 'I was on the board of the racetrack. We had 98,000 people here and that's still the biggest money-maker we've had. It's a bit like Brands Hatch, because it's in a concentrated area 10-15,000 is a nice crowd, and anything after that just goes out into the dunes.'

Jan won his first race in 1973, in the rear-engined Simca 1000 tin-top. He took the Dutch saloon title the following year and for '75 he was drafted into the national Opel squad's Kadett. Single-seaters beckoned, and he raced extensively in northern European FF

championships in the Bik team's Crosslé, prelude to a glowing episode in F3 with Racing Team Holland's Ralt RT1. 'I won the European F3 championship in '78; there were 18 races – including the Monza Lottery with 200 entries, one of the biggest races that I've won.' It was the stepping-stone he needed to vault into F1; shunning F2, he joined Shadow in 1979 as team-mate to Elio de Angelis. Perhaps he jumped too soon, for the Cosworth powered DNg was not competitive: 9th in Canada was his best result. He switched to the ATS team for 1980 alongside Marc Surer. 'That was my best year in F1,' he says wryly. 'At Long Beach I qualified 4th fastest, but before I reached the first corner my driveshaft broke and that was the end of that – from hero to zero!'

Between F1 races Jan wielded a broad brush, winning in BMW M1 Procar and taking the Renault 5 Turbo Euro Cup series two years running. In 1983 things got serious again when he joined Richard Lloyd's Canon Porsche team racing 956s in Group C with Lloyd, Thierry Boutsen, Tiff Needell, Keke Rosberg and

*997 in the pits at Zandvoort, the Dutch circuit that resides in the sand dunes overlooking the North Sea. Dutch GT4 series is thriving and attracts Porsches, Lambos and Ferraris*



Jonathan Palmer. There were several podiums and 8th at Le Mans in '83, Jan finishing 5th and 7th in the '83 and '84 World title rankings. 'I spent two-and-a-half years racing 956s and 962s, and at somewhere like Daytona that was thrilling. But there were also dark days, like when Bellof had his accident at Spa and Gartner at Le Mans.'

What were the Porsches like to drive? 'The 956 was an impressive car; a lot of power and mechanical grip. At high speed everything had to come from the geometry and the mechanical side – tyres, dampers, so you needed arms like Mike Tyson. Shifting was all mechanical, and when I did Le Mans with Jonathan Palmer it took me a week to recover! The 956 represented a breakthrough for sportscar aerodynamics. 'When Richard Lloyd, Jonathan Palmer and myself dominated Brands Hatch '84 with the double wing on the front, it was the first time we beat the factory Porsches. That was the signal that sportscar racing had gone ground-effect. Aerodynamics were a big issue, especially at Le Mans

with the fins on the Jaguars and the Rondeaus. The Porsches had ducting which sucked cooling air in from underneath the car; we realised that if we shut off those vents the engine would run a little warmer, but for a few laps you would have great grip, so we made a big step forward. After that Tony Southgate's Jaguars went a step further and then the Toyotas, Peugeots and Sauber-Mercedes raised the bar even higher. As the aerodynamics developed over the years and you got more aerodynamic assistance, you could take some of the stress off the mechanical side so we could run with a little less castor because the aerodynamics were taken care of. A bit of a fight but still very enjoyable.'

Mid-decade, sportscar chassis metamorphosed from aluminium monocoque hulls to honeycomb and carbon fibre. Jan did six years with Tom Walkinshaw's Castrol Jaguar and Silk Cut Jaguar in the WSC in Europe and IMSA in America, with wins in '87 at Jarama, Monza and Fuji in the XJR-8 and victory at Le Mans in '88 in the XJR-9 with Wallace and Dumfries. He also ran for Lotus

*And what does Jan Lammers drive on the road? Why a Porsche of course. Jan's Boxster is understated and not even that new, but that's what we like about it!*



and Nissan in BPR Global GT Endurance and FIA GTs, and drove Toyotas with Eddie Irvine and Jacques Villeneuve in Japan. 'From a performance point of view the Tony Southgate designed Toyota TS1 was impressive – grip, power and braking ability was phenomenal.'

In GT2 Jan shared a Rook Racing 997 with Claudia Hürtgen, and there were also Indycars with Dan Gurney and a season of F3000 in Japan, while in the UK we probably remember him best for his exploits in the TWR Volvo 850 Estate in the 1994 BTCC. 'I hold these silly records!' he laughs; 'I made the biggest comeback ever, because I'd left F1 in 1982, and ten years later in 1992 I did another two races for March in Adelaide and Suzuka. In qualifying in the rain (at Suzuka) I was 6th fastest – with Prost, Schumacher, Senna all in the frame. Unfortunately in the race the clutch failed.' And then March went broke.

In 2000 Jan formed the Racing for Holland team, running Dome sportscars, which lasted eight years. 'Right up until 2005-6 I managed to stay up in the top

six at Le Mans alongside Audi, Bentley and all the big boys. I was hoping that Subaru, Mazda, Hyundai or Kia might come knocking and ask Lammers to run their Le Mans programme. A lot of money went in, and the market has to pick it up, or pick you up, like in my case with A1GP.' The World Cup-style A1GP series was a bold initiative, but after it went into liquidation in 2009 after five seasons, Jan was in trouble. He's philosophical: 'The money has to be recovered: you either go bankrupt or you work to set it straight, and that's what I'm doing now. Just another year to go and I will be straight.'

The wheel has almost come full circle. When Slotemaker died in 1979 Jan took over the Zandvoort skid school. And the partner he took on while concentrating on F1 now owns Porsche Centre Eindhoven, and it's his 997 GT4 squad that Jan's currently driving for in the Dutch GT4 championship. 'Sure, a lot of it's for old times' sake,' he admits, 'but I wanted to start winning races again!' That's what he's doing at Zandvoort today, as versatile as ever. Two

*Right: At the wheel of his 997 and partnered in 2012 by Phil Bastiaans. Lammers' association with Porsche goes way back and includes a number of Le Mans GpC drives*



Right: Memories are made of this – Lammers at Le Mans in the Richard Lloyd 956. Winning with Silk Cut Jaguar in 1988. A surprise F1 return with March in the 90s and being on set for the filming of Le Mans with Steve McQueen



Powering through the famous Tarzan hairpin at Lammers' beloved Zandvoort. Soaking up the abuse is 911&PW snapper – one A. Fraser's – own GT3. We're still not sure about those Fuchs reps you know. Lammers declined to comment!

years ago he ran a Porsche 356 in La Carrera Panamericana, taking class wins several days running, and he's done the Mille Miglia twice in a 550 Spyder. 'Later this year we go to Copenhagen for the Historic GP and I'll drive a 550 or a 356. One way or another I end up doing things in Porsches. I was never very much into historic racing, but after La Carrera I was sold because here was a car built in '57, still the same chassis, and functioning beautifully, so I was well impressed.' Versatile as ever, Jan drove an XK120 in last year's Mille Miglia, and a brutal Corvette Stingray Grand Sport at the 2012 Zandvoort Historic GP and Spa Six Hours.

Favourite racing car, then? 'That's a difficult one, because you think the car you're driving at the time is the bee's knees, provided it's state-of-the-art. I thought the 956 and then the 962 were it, and then I won Le Mans with the Jaguar and that's a tough act to follow. You have your favourite for whatever type of competition you are doing. I've had so

many nice experiences.'

Favourite track? 'Spa, Brands Hatch, the old Nürburgring, Suzuka – and Zandvoort is nice, of course! Of the modern ones, I like Istanbul and Qatar is quite challenging. But if I had to pick one, then Le Mans, if you have a good car, and it's got one of the nicest corners in the world in the Porsche Curves. Even in the last half-hour of the 24-Hours, when you come up to the Porsche Curves you knuckle up and it's fantastic. I'd take the Porsche Curves over Eau Rouge (at Spa) because you can enjoy it for longer. If you come through the first one right then you really have to pay attention – the rhythm through there is phenomenal.'

Back in 1971, the Porsche Curves was still White House – Maison Blanche – but if Le Mans obsessive Steve McQueen was around today, he couldn't fail to be impressed by the drift-king's judicious connoisseurship. And having ridden the Zandvoort roller coaster with him, bags I'm first in the queue for a ride at La Sarthe. **PW**





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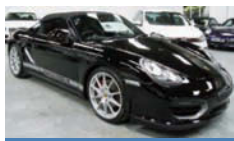
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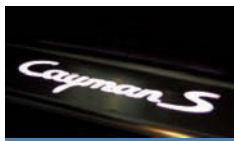
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### PORSCHE PANAMERA TURBO

**2009 - PANAMERA TURBO (CARBON GREY) TIPTRONIC 12,000 Miles**  
Luxor Beige Full Lthr Intr.Brass Aluminium Interior Look, PDK 7 Speed Automatic Gearbox, Sport Mode Sport Plus, PASM/PSM/Burmester Upgraded Soundsystem, Htd and Ventilated Seats (Front and Back), Full Climate Control (4-zone), Rear and Front Parking Sensor, Rear Privacy Glass, Keyless Entry, Keyless Go, Rear Wiper, Memory Electric Seats, Porsche Crested Headrests, Ipod Connector, SatNav (Touch Screen), PCM Module, Separate Telephone Module, Colour Map display in instrument Cluster, M/F/S Wheel, Central Console in Leather, Automatic Rear Window Blind, CD Changer, Compass, Int. Colour Matched Seatbelts, Turbo Exhaust, 19" Turbo Porsche Alloys.

### PORSCHE 997 - GT3/TURBO / C4S / C2S / C2

**2008 - 997 TURBO COUPE TIPTRONIC (MACADAMIA BRONZE) 28,000 Miles**  
ONLY 1 PREVIOUS KEEPER, Full Savannah Beige Lthr int. with Blk Lthr Dashboard, TPC/ PASM/PCM-Sat.Nav/Telephone/BOSE, Fully Electric Mmry Seats/Sunroof/ White Dials/Rear Wiper/Xenons, Tracker, 19" Turbo Alloys, FFSH.

### 2008 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 29,000 Miles

Full Black Lthr Intr, BOSE Upgraded Soundsystem, PASM/PCM-Sat. Nav. Telephone, Fully Electric Memory & Memory Seats/ Multi-Function S/Wheel, Sunroof, White Dials, Rear Wiper, Xenons, Climate Control, 19" Turbo Alloys, Rear Parking Sensors, Tyre Pressure Monitoring System, Tracker, FFSH, Recently Serviced, with New Tyres Fitted.

### 2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 35,000 Miles

Metropole Blue Lthr Intr, PSM/PCM-Sat.Nav/Telephone, Htd/Electric/Memry/ Sprts Seats, BOSE/DVD/CD Player, Rear Wiper, Carbon Ceramic Brakes, White Dials, Xenons, Sprt Chrono Plus, Ipod Connection, Sunroof, 19" Turbo Alloy wheels, FFSH.

### 2009 - 997 C4S CABRIOLET PDK (GEN II) (BASALT BLACK) 26,000 MILES

Full Blk Lthr Intr, PDK 7 Spd D/Clutch Trnsmssn (Porsche Doppelkupplung) PCM/Voice Control, Extended Satellite Navigation (Touch Screen), BOSE, Ipod and USB attachments, Telephone Module (Bluetooth), Computer, Sport Seats, Rear Park Assist, Cruise Control, Heated Seats, 19" Porsche Sport Design Alloys, XenonS, FFSH.

### 2008 - 997 C2 CABRIOLET PDK (GEN II) (CREAM WHITE) 14,000 Miles

Full Black Lthr Intr, PDK 7 Spd D/Clutch Trnsmssn (Porsche Doppelkupplung), PSM/PCM-Extnd Sat.Nav(Touch Scrm)/Tel Modle, Ipod and USB Connections, Computer, 3-spoke Sprt S/Whl, Fully Electric Memry Seats, Rear P/Assist, AC, 18" P/Carrera Sprt Alloys with Clr Crstd Whl Cntrs, Xenon, LED Daylights, Wind Deflector, Tracker Fitted, FFSH.

### 2009 - 997 C2S COUPE PDK (GEN II) (BASALT BLACK) 31,900 Miles

Full Grey Leather Interior, Touch Screen Sat Nav, PDK 7 Speed Gearbox, Cruise Cntrl, climate Control, PASM/PCM/Sat.Nav/Telephone, Heated Seats, Rear Parking Sensors, Ipod Connection (Universal Audio Interface), Rear Wiper, 19" Sport Design Alloy, FSH, with a recent service.

### 2009 - 997 C2S COUPE PDK (GEN II) (METEOR GREY) 34,000 Miles

1 Owner From New, PDK 7 Speed Dual Clutch Gearbox, Full Black Lthr Intr, BOSE Upgraded Soundsystem, Ipod Connector (Universal Audio Interface), Htd Seats, Sprts Chrono with Sprts Exhaust, PASM/PCM/Sat.Nav/Telephone, White Dials, Fully Electric Memry Seats, 19" 5 Spoke Porsche Alloys with New Tyres and Coloured Crested Wheel Centres, FFSH.

### 2008 - 997 C4S CABRIOLET MANUAL (BASALT BLACK) 10,000 Miles

Full Savannah Lthr Intr, Sports Chrono Pack, Sprts Exhaust, BOSE, CD Changer, PSM/PCM-Sat Nav, Telephone M/F/S/Wheel, Memory Seats, Fully Electric Seats, White Dials, R.Park Assist, Xenons, 19" Porsche Sport Design Alloys with Colour Crstd wheel Cntrs, FFSH.

### 2008 - 997 C2S CABRIOLET (BASALT BLACK) TIPTRONIC 40,000 Miles

Black Full Lthr Intr, Blk Hood, Sprt Chrono, PSM/PCM/Sat.Nav, 6 CD Changer, Htd Seats, R/Park Assist, Cruise Cntrl, Xenons, 19" Porsche Sport Design Alloy Wheels, FPCSH.

### 2006 - 997 C2S CABRIOLET MANUAL (SLATE GREY) 30,000 MILES

Full Black Lthr Intr, Sport Chrono, Sprts Exhst, PASM/PCM/Sat.Nav/ Bluetooth, M/S/Wheel BOSE, Computer, Cruise Control, Htd & Sport Seats, Porsche Crest Headrest, Rear Park Assist, 19" Carrera Alloy Wheels, FFSH

### 2006 - 997 C2S CABRIOLET MANUAL (BASALT BLACK) 35,000 MILES

Black Lthr Intr, Sport & Htd seats, PSM, PCM-Sat.Nav. white dials, park assist rear, 19" carrera Alloys, CD Changer, Full Porsche main dealer service history

### 2005 - 997 C2 CABRIOLET TIPTRONIC (BASALT BLACK) 34,000 Miles

Full Blk Lthr Intr, PSM/PCM-Sat.Nav/Telephone/Computer, Sprts Seats, Red Dials, Red Seat Belts, Porsche Crstd Seats, Extd Lthr Package, Stinless Slr Door Entry Guard, Xenon, 19" Crra A/whls, FFSH, One Fmr Keeper Only.

### 2007 - 997 C2 COUPE MANUAL (SEAL GREY) 37,000 Miles

2 Previous Owners only, Full Black Lthr Intr, PSM/PCM-Sat. Nav.Telephone Module, CD Changer, Part Electric Seats, Rear Parking Sensors, White Dials, 19" Carrera Alloys, Colour Crested Wheel Centre Caps, Tracker Fitted, FFSH.

### PORSCHE CAYMAN

#### 2007 PORSCHE CAYMAN TIPTRONIC S (BASALT BLACK) 66,000 Miles

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### PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4

**2003 - 996 GT2 (BASALT BLACK) 20,000 Miles**  
Full Black Leather Interior, Electric Windows, Climate Control, Rear Roll Cage, Porsche Radio with CD Player, 18" GT3 Alloy wheels, Full Service History (Just been Serviced)

### 2004 - PORSCHE 996 GT3 (ATLAS GREY) 29,000 Miles

Comfort Specification, Full Blk Lthr Intr, Porsche Crstd Sprt Bucket Seats, Guards Red Seat Belt, Porsche CD Player & Radio, AC, 18" GT3 Alloy Wheels with Coloured Crstd W/Cntrs, On-Board Computer, Original GT3 Rear Spoiler and Front Splitter, FFSH, Only 2 Owners From New, Recently Fitted Tyres.

### 2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19,000 Miles

Full Black Leather Int. AC, Bolt in cage-stdRd Porsche equipment cage, Billstein PSS10 lowered suspension, Performance Friction 350mm Brakes, Porsche GT3 Nomex Buckets Seats With 5 Point Seat Belts By Willems, Had a Full Engine Rebuild, Standard K24 Turbos, Standard Fly Wheel With an Updated Clutch, Very Low Mileage, Only 1 Prev. Owner.

### 2003 - 996 TURBO COUPE MANUAL (BASALT BLACK) 42,000 Miles

Black Leather Interior, PSM/PCM-Sat.Nav/Telephone/On-board computer, Bose sound system, CD Changer, Cruise Control, Sports Seats, Heated Seats, Alcantara Headlining, Sunroof, Xenons Rear wiper, Rainsensor, FFSH.

### 2003 - 996 TURBO COUPE TIP (COBALT BLUE) 33,000 Miles

Stone Grey Lthr Intr, PSM/PCM-Sat.Nav/Tel,Module, BOSE, CD Chngr, Sunroof, Porsche Aerokit R/Spoiler, Fly Electric & Memory Seats, Electric Windows & Mirrors, R/Parking Snrs, Xenon, FOPSH, (Just been serviced), 2 Former Keepers Only.

### 2003 - 996 TURBO CABRIOLET TIPTRONIC S (BASALT BLACK) 49,000 Miles

2004 Chassis Built, Full Black Lthr Intr, PSM/PCM-Sat.Nav/Telephone, Rear Parking Sensors, Heated Seats, Full Climate Control, On-Board Computer, Cruise Control, 19" 997 Turbo Alloys, Porsche and Specialist Service History

### 2002 - 996 TURBO COUPE MANUAL (MERIDIAN SILVER) 44,000 Miles.

Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

### 2002 - 996 C4S COUPE (MIDNIGHT BLUE) 48,500 Miles

Midnight Blue Exterior, Full Blk Lthr Intr, Fully Electric & Memory Seats, Bose Sound System, Climate Cntrl, PSM/PCM-Sat.Nav./ Telephone, Rear Wiper, FSH

### PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

**1998 - 993 TURBO S COUPE MANUAL (SPEED YELLOW) 60,000 Miles**  
Black Leather/Carbon Fibre Interior, Ltronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers., 18" Turbo S Alloy Wheels, full Service History.

### 1998 - 993 TURBO COUPE MANUAL (FOREST GREEN) 34,000 Miles

Cashmere Beige Lthr Intr., Porsche Exclusive Carbon and Aluminium Pack, White Dials, On Board Computer, Sport Seats, Turbo Crests On The Back Seats, Alpine Upgraded Stereo, AC, Sport Classic 18" Wheels, 10owner, FFSH

### 1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.

Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Uprated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

### 1998 - 993 C2S COUPE TIPTRONIC (ARCTIC SILVER) 59,000 Miles

Full Grey Lthr Intr, Original Porsche CD Player & Radio, Electric Seats, Center Console Armrest in Leather, Electric Windows/Mirrors, Climate Control, Sunroof, Rear Wiper Original Carrera S Engine Lid, 18" Carrera Alloy Wheels, Full Main Dealer Service History. (Just Been Serviced at an OPC.)

### 1997 - 993 CARRERA 4 COUPE MANUAL (MIDNIGHT BLUE) 75,500 Miles

Varioram, Permanent 4 Wheel Drive, Dark Grey Lthr Intr, Uprated Alpine Soundsystem (Original Stereo also included), MP3/CD and external Audio Connector, Rear Wiper, Cntrl Locking with Immobiliser, Sunroof, 17" Crrera Cup Alloys, New Tyres Fitted, FSH, Extremely Comprehensive Service History (Spare Key, Old MOTs and Tax Discs, Original Manuals, etc)

### 1996 - 993 C2 COUPE TIPTRONIC (IRIS BLUE) (VARIORAM) 73,000 Miles.

Black Leather Interior On Board Computer Upgrade Stereo & CD Changer Electric Windows Electric Mirrors Electric Sunroof Climate Control 16" Carrera Alloys (OPC & Specialist Service History)

### 1996 - 993 C2 TARGA TIPTRONIC 'VARIORAM' (TURQUOISE) 83,000 Miles

Marble Grey Leather Interior, Electric Glass Targa Roof, Electric Seats, Electric Mirrors, Porsche Stereo, A/C, Rear Wiper, On-board computer, 17" Targa Alloy Wheels, Full Specialist Service History with recent service (12/2011)

### 1995 - 993 C2 COUPE TIPTRONIC (SLATE GREY) 81,000 Miles.

Black Leather Interior On Board Computer Electric Windows/ Mirrors/Sunroof Climate Control 18" Porsche Turbo Alloy Wheels (OPC & Specialist Service History)

### 1995 - 993 C2 COUPE TIPTRONIC (MIDNIGHT BLUE) - 55,000 Miles

'VARIORAM', Tiptronic, Marble Grey Leather Interior, Electric Mirrors/Windows, Uprated Sony Stereo Player, (AC), Rear Wiper, 17" Porsche Cup II Alloy Wheels, Full Service History, Recently Serviced

### 1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles

Manual Gearbox, Matching Numbers Exmple, Iris Blue Metallic, Full Beige Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows/Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

### FERRARI - MODELS FROM 1967 +

**2002 FERRARI 360 MODENA MANUAL (TDE FRANCE BLUE) 25,000 Miles**  
Creme Leather Interior, Stainless Steel Gated Shifter, Scuderia Shields, 18" Modena Alloys, with Ferrari Crests, Challenge Stradale Grill, Stainless Steel Entry Door Guards, CD/DVD Player, Ferrari Crested Seats, El. Mirrors and Central Locking, Full Detailed Service History

### 1998 - F550 MARANELLO COUPE MANUAL (SILVER) 49,000 Miles.

Navy Leather Interior Satellite Navigation with ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History).

### 1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.

Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

### 1997 - F550 MARANELLO COUPE MANUAL (ROSSO RED) 37,000 Miles.

Magnolia Leather Interior ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

### 1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles

Giallo Modena Yellow, Full Nero Blk Intr, Optional Sprts Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 18" Ferrari 355 Alloys, Original Toolkit, Full Service History, Recently Serviced. This car has been known to us for a period of 5 years.

### 1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles.

Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New

### 1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.

Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing the Repair & Work Done By Ferrari Exceptional Condition Throughout.

### CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

#### 1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.

1 of 26 RHD Lightweight Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

#### 1978 - PORSCHE 911 TURBO 3.3L (GUARDS RED) Approx. 50,000 Miles

3.3L Turbo, Manual, Full Blk Lthr Intr, Electric Windows & Mirrors, Original Blaupunkto Stereo, Sunroof, Fog Lights, Rear Wiper, Original 16" Fuchs Alloys & Toolkit, Original Turbo Spoiler, Comprehensive Service History.

#### 1974 - JAGUAR E-TYPE 5.3 V12 MANUAL ROADSTER 'Open Two Seater'

(SERIES 3) (BLACK METALLIC) Manual Transmission 5.3 Litre V12 Black Metallic Coachwork Full Black Leather Interior Royal Blue Mohair Hood 15" Wire Spoke Alloy Wheels Full Body-Off Restoration Stunning & As New Condition Throughout

#### 1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.

Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

#### 1936 - BENTLEY 41/4 PILLARLESS COUPE (MIDNIGHT BLUE)

Grey Leather Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Full Mid-Grey Leather Interior Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

#### 1935 - BENTLEY DERBY 3.8L SALOON

A true classic, Completely original throughout and with a very well documented history. Saloon, 3792cc, Petrol, 2-Axle Rigid Body, Chassis Frame no: B51EJ, Engine no: P3BP Date of First Registration: 30.08.1935, Had a Bare Chassis Restoration, rebuilt to the highest standard. The restoration took over 5 years,

#### 1992 - PORSCHE 964 RS Lightweight (RUBY STONE RED) 10,000 KM

Production Year: 1992, Original Rubystone Red With White Vinyl Wrap (the wrap can be removed if required), Lightweight Model, Matching Numbers 3.6i RS Engine (260BHP), Matching Numbers G50 Gearbox, Racing Seats in Black and Rubystone Red Leather, Red Racing Harnesses, Emergency Power Cut Off Switch, Full Correct Roll Cage Fitted, 964 RS Momo Steering Wheel, 964 RS Magnesium Wheels Painted Black, 964 RS Suspension, One of Only 2282 Ever Made, Last Service: 11/05/2012 (Major Service), Immaculate Example

#### 1964 - PORSCHE 356 B COUPE SUPER 90 LHD (SIGNAL RED)

1600cc Signal Red Coachwork Soft Beige Leather Interior Left Hand Drive 4 Speed Manual Recent Restoration To Concours Standard Eligible For Many European Events

#### 2010 - PGO BUGGY BR - 500 RCN CGO BUGRACER (WHITE) 700 Miles

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# Defenders of the 996 faith

The 996 has been getting a lot of flak of late, but here are two desirable derivatives that shouldn't be overlooked. Enter the Carrera 4S and the rare 40th Anniversary models and a 996 showdown

Words: Adam Towler Photography: Antony Fraser



## MARKET VALUES: 996 C4S V 996 40TH ANNIVERSARY



**W**e've written a lot about 996s lately. In fact, almost every editorial conversation on the magazine that takes place seems to have those numbers crop up in it at some point, particularly following our recent large-scale investigation into the various engine maladies that lie at the centre of any discussion when it comes to these fascinating cars.

So while some defend the 996 Carrera to the hilt, and others steer a determinedly wide berth around it, it seemed an opportune moment to look a bit more closely at where the market is, and what opportunities for the canny buyer there might be out there.

As is well known, you can't apply regular '996 thinking' to the Turbo and GT3 models, which exist in a world of their own thanks chiefly to their tough 'Mezger' engines, extreme performance and desirability. In addition, a bad example of one of those cars is going to be very expensive to maintain and put back into good health and running costs will be more than a humble Carrera. So what about below those two icons – are their cars in the gap between them and the typical £10,000 Carrera?

Talking with Darren and Greig at Buckinghamshire-based Porsche specialists RPM Technik threw up two interesting options: the 996 40 year Anniversary model and the 996 Carrera 4S. The former, as the name suggests, was introduced to mark the 40th anniversary of the 911, and as you can probably guess, was a strictly limited edition. I confess it's a car that's slipped almost entirely off my radar in recent years, but when you look at the spec that feels a bit foolhardy. The latter is a good deal less exclusive, but was highly praised in the press at the time and has somehow always floated on the top of the 996 market. On a personal note I'll always remember them fondly as a Speed Yellow C4S was the first press 911 I had the good fortune to drive as a scribbler (just) a decade ago, and after an unsatisfying prior brief dalliance with a hideous Tiptronic 996 with the worst colour/spec imaginable, it was a genuine watershed moment, and one I'd been looking forward to since I wore short trousers to school and ran around the playground with a model 911 in hand. With the drastic decline in 996 values over the past five years, could these two 996s actually be a wise place to put your own money?



*Now that's something you don't see very often - a Guards Red water-cooled 911. And doesn't it look good? Indeed it almost looks retro, particularly compared to the new 991*

It's easy for the in-built cynical meter to spring into action when one hears the words 'limited edition', particularly in reference to cars. But having said that, Porsche has normally pulled something interesting out of the bag each time another significant milestone has been reached. The 25th Anniversary model was based on a silver 911 3.2 Carrera, and in 1993 the 30th

the time, the '40 Jahre' - as it was badged - was finished in GT Silver, that special grade of silver paint first seen on the Carrera GT supercar but rather less exclusive these days. It was first shown at the Frankfurt motor show in 2003, with sales continuing into the following year: just 1,963 units were made, the number clearly reflecting year zero for the 911.

**“We've always loved Guards Red on Porsches, even more amongst the silvers, greys and blacks”**

*Someone specced that interior! It's too much, really it is. What's wrong with black? Red car, black interior. It should be the law...*

Anniversary mark was commemorated with a special wide-arched 964 Carrera 4, and that's just to pick on two such examples.

For the 40th Anniversary car Porsche really threw the entire toy cupboard at the project, and it's this that makes it more of a serious proposition than an old fashioned dealer 'special' with a go-faster stripe and little else. Based on the standard Mk2 3.6 Carrera of

Visually, the car was quite different from the regular Carrera, with the front bumper from the 996 Turbo featuring the strakes inside the intakes also painted silver. Along the side were sill extensions, and at the back an aluminium '911 40 Jahre' badge to tell everyone exactly what the car was commemorating. Wheels chosen were shot-blasted then polished versions of the 18" Carrera alloy, with the exhaust tips shined up to



## MARKET VALUES: 996 C4S V 996 40TH ANNIVERSARY

match. Talking of exhausts, a switchable sports item was fitted, exhaling the gases from an uprated engine – the X51 'Powerkit' conversion, which features 345hp, 20hp more than standard. The suspension was lowered by 10mm and set firmer, while PSM was standard as was a mechanical limited slip differential. As far as Carreras went, it was a formidable mechanical package.

Inside, Porsche fitted – in their own words – 'particularly soft dark grey leather sports seats' (with a matching luggage set) including two stage heating, and applied GT Silver to various surfaces including the centre console and the seat backs. They also threw in the Bose sound system, a sunroof and xenon 'Litronic' headlamps, and to finish, a plaque with the number of the particular car was mounted down in front of the gear lever and silver edges were applied to the dial bezels on the dash.

It's all a matter of personal taste, of course, but I'm not sure I'm the biggest fan of the '40' (let's just call it that from now on) in the metal. The Turbo front bumper seems a little over the top on a narrow bodied car, the side skirts a bit clumsy and the polished wheels more like something from a footballer's Bentley Continental GT. I could of course be talking utter nonsense, because let's face it, beauty is always in the eye of the beholder and all of that. And it has to be said, this superb example loaned to us via a customer of RPM certainly

catches the eye in the way a standard 996 never could.

Even so, my eye is drawn away from the '40' and to another 996 parked alongside. I've always loved Guards Red on Porsches, even more so now that in the last 20 years it has become a very rare sight amongst the massed ranks of silver, grey and black 911s.

Released to the market in 2002, the 996 Carrera 4S was always more of a stand-alone model in its own right than just another 911 variant like the type has been since, or so the perception remains. Perhaps that's because there were fewer 911 models available at the time (unlike the bemusing array of variants available at the end of the 997's lifetime)? The C4S was an instant hit too, approximately 2,000 units finding homes in the UK during its lifetime. Like previous 'S' models, the C4S combined the running gear and look of the Turbo model, without the turbo engine and expense.

To be more precise, the 'look' was actually an amalgamation of both Carrera and Turbo. Sure, your eye is instantly drawn to the 60mm wider rear haunches; but what makes the design so attractive is the lack of side air intakes or fixed rear spoiler, allowing for a very 'clean' shape. At the front the Turbo bumper is fitted, complete with its gaping intakes, but the centre section of the front splitter was raised up slightly to maintain the aerodynamic balance without the Turbo's more effective rear wing. Another unique feature is the

*The C4S shares the 911 Turbo's body shell minus the air scoops set into the rear arches and fixed rear wing. Central reflector denotes C4 credentials*



red reflector that joins the rear lamp units together, and the GRP engine cover.

The engine is the standard Mk2 3.6-litre Mg6 powerplant, with 320hp at 6,800rpm and 273lb ft of torque at 4,250rpm, deployed through a four-wheel drive system that uses a viscous multi plate clutch to split torque to the front axle when required. The car always sends a minimum of 5% to the front wheels, but up to 40% is possible when driving conditions demand it. The beefy Turbo brakes are also fitted, along with 10mm lower sports suspension and the Turbo engine mounts. The familiar 18" Turbo wheels fill the arches, with meaty 295/30ZR18 rubber on the rear axle.

At 1,495kg there's a weight and drag penalty over a standard Carrera, but 0-60mph in 5.1 sec and a top speed of 174mph is hardly slothful even by modern standards. Still, 24.8mpg isn't great for the standard Carrera model when you compare it with the current 991 Carrera, and as for the Co2 – the Tiptronic S version recorded 294g/km... how times change! It's also worth noting that as well as manual and Tiptronic S options, the C4S was also available as a Cabriolet with both gearbox choices. The auto 'box option without the roof was the best selling 911 variant for

years – make of that what you will...

Into the '40' first and it's clear that Porsche tried hard at the time to lift the ambience up a notch or two, even if you ultimately can't hide some of the cheaper feeling aspects of the 996's cabin. Was this so noticeable at the time I wonder, or is it just that perceived quality standards in car interiors have improved so much over the intervening years that the 996 interior does show its age now? A bit of both is, I suspect, the answer, although it's nice to sit in a low mileage, cared for 996 interior such as this one, and not notice the usual wear points. The plaque down by the gear lever reveals this car to be number 634 from the production line, and very nice it is too.

Out onto the twisting and predictably mixed-surface country lanes around RPM's base, and the '40' feels like a nicely sorted 996 should do. The ride is firm with the more sporting set up, but the natural-feeling power steering will always be a 996 strong point and the relative lack of size of the car, compared with a 991, really makes a difference on these roads. With its narrow cabin and slender flanks, the '40' is ideal to thread along these roads, and gives you more options when choosing your intended line. There's a school of

*Rear of the year 2003. Back end of the 996 has always been its best feature and while we deride silver it's the safe choice colour wise and as this is the 40th Anniversary model, then it's silver only*





## MARKET VALUES: 996 C4S V 996 40TH ANNIVERSARY



*We can live with the 996 '40' interior and its silver trimmings and Sports seats. Just 1963 cars were built, the number denoting year zero for the 911*



thought, increasingly popular it seems, that says the 996 is somehow boring to drive, but anyone who's driven the cars – a good example at any rate – will tell you that's rubbish. This wasn't a 'Performance Car of the Year' for many mags without reason.

The benefit of the Power Kit is very much felt in the upper reaches of the rev range, but it certainly gives the Mg6 some added zap, and a grittier induction note as well. If you've driven a 991 with Sport button depressed it still sounds very mellow in comparison, but it's nice that the 996 has a little more 'voice' than normal and taking things to the extreme of the 991 can



There's just something about the way the C4S drives, however, that marks it out as something special. It lacks the punch of the '40' in this guise, but it counters with a chassis that feels more stable, really keyed into the road surface and reassuringly planted. That doesn't mean it's inert, although the traction it can muster is a boon on slippery winter roads, but it does make for a very confidence inspiring and tactile car.

Predictably, the brakes are superb, and although the ride is firm – the wide tyres nibbling over every rut and bump – it doesn't kick back too much. In short, it's a car I find I want to drive more and more, that offers real

**“There's something about the way the C4S drives that marks it out as something special”**

feel a little too 'manufactured' in any case.

Our C4S doesn't have that extra dash of performance, but the sports exhaust makes up for that by booming over the countryside. It's a typical Mg6 noise, that indignant snort that you might unkindly describe as flatulent at very low revs, rising to a monotone howl as the numbers increase on the dial. This car is a beige zone on the inside that is always an acquired taste, but again, it's a nice cared for car and doesn't display the usual 996 wear and tear so often displayed by the type.

rewards, that flies in the face of those that criticise the 996. You might not have expected a wide-arch, four-wheel drive 911 to put the mojo back into the type, but this is what the C4S achieved at the time. Thank goodness this car doesn't have a black leather interior: I think I might struggle to give it back if it had...

It's interesting to get RPM's view of the market with these cars. In their view, both the '40' and the C4S occupy similar pricing points above the regular Carrera models, with tired or dodgy C4Ss available from the mid teens but decent examples of both ranging from the

*A good 996 is a good 911 and like any good 911 it covers ground in its own unique way. Anniversary car has the 'X51' Power Kit and is good for 345bhp*





*Are we having fun yet? You bet. The C4S mixes pace with solid four-wheel drive and traction. It is the 911 for all seasons. The 40th Anniversary machine, being lighter, is a bit more lively and has the added bite of more power*

*Below: RPM's Darren Anderson (right) and Greig Daly*

low to mid twenty thousand mark. The very best low mileage cars can reach the high twenty thousand pound mark, but the golden rule is that they don't overlap with the Turbo for obvious reasons. Even so, 996 Turbos have been falling into the low £20,000 bracket of late, but finding decent examples is becoming increasingly harder – especially at that price point. Interestingly, RPM won't hold as sales stock a regular Carrera, or that was the case at least until recently. It still is with a 3.4, but of late there's been a small but definite demand for Mk2 Carreras apparently – as long as they're a high specification example, in a good colour, and with a solid history. Such cars are becoming rarer to find, but it's interesting that perhaps the 996's woes are possibly starting to turn around. The first green shoots of a market revival? It's probably far too early to call it that just yet, and it would be a brave man that confidently put his cash into a 996 expecting a good return in a few years' time, but logic suggests that something has to change at some point.

For me, if I were to spend my 'hard earned' on a 996

Carrera it would have to be one of these two cars. I might opt for the '40' due to its exclusivity: being a limited numbers car from the factory will always be collectible in years to come. It's also a very high specification car, and its performance advantage over something like the C4S – due to lighter weight and the power advantage don't forget – is not to be dismissed lightly. Even so, I'd still trade that for the aesthetic appeal of the C4S, a car that ten years on still makes me smile when I see one, and that drives as good as it looks. They really are a nicely balanced car to have a spirited drive in.

None of that means you should forget the usual pitfalls of 996 ownership, because these models are just as likely – or not – to develop the well known faults as the other models in the Carrera family, but with early 996s now falling into four figure territory (and with an almost 'throw it away situation' if the worst should happen) at least there's some value borne from demand in these cars that makes taking that chance more palatable. **PW**



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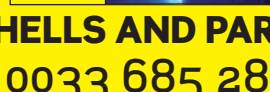
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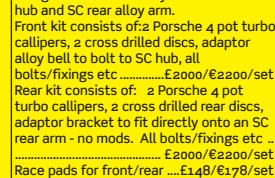
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## PORSCHE 993 C4S BUYERS' GUIDE

The ultimate air-cooled 911? With wide-body looks and last of the air-cooled line cachet, some would say yes. Is it a good buy? You bet, and here we'll show you what to look for **p78**



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# APPRECIATING ASSET

In general, the 993 range has been dropping in value over the last year or two – but not so the Carrera 4S. This Turbo-look all-wheel-drive coupé is fast becoming a gilt-edged investment

Words: Keith Seume  
Photography: Michael Ward



## STYLING AND BODYWORK

The roots of the slippery-looking 993 can be traced back to 1989 and the public showing of the controversial Porsche Panamericana. This g11-based styling exercise was designed by ex-pat Brit, Steve Murrkett, and presented to Ferry Porsche on his 80th birthday. Although this wild Targa-roofed design was a real departure from normal g11 styling practice, it laid the foundations of what would become the last of the air-cooled g11s: the 993.

Whereas the g64 always seemed a little compromised, the 993 took a fresh look at the classic g11 styling, improving, upgrading and refining. The result is a design which has stood the test of time very well.

The Carrera 4S features the wider bodywork of the 993 Turbo, but without the latter's aggressive rear spoiler, (although many buyers chose to fit this particular option). Many people – us included – feel that the C4S is probably the best-looking of all 993s.

## PRODUCTION AND MODELS

In 1992, the decision was made by Dr Wendelin Wiedeking that the g64's replacement was to go on sale in the autumn of the following year. Sure enough, the new model was launched in the autumn of 1993 – bang on schedule, for a change. It was met with almost universal approval, only the old guard turning its nose up at the styling.

The new car, badged as a Carrera 2 and with two-wheel drive, was joined a year later in the autumn of 1994 by the all-wheel-drive Carrera 4. Both were powered by a 3.6-litre air-cooled flat-six first seen in the g64, backed up by a six-speed manual or Tiptronic transmission.

In February 1995, the 993 RS appeared, with a 300bhp 3.8-litre engine. Fewer than 300 of these rare cars were produced, making them the most desirable of all 993s, although the 4WD Turbo must surely run a close second.

The Carrera 4S was no wallflower, either. It was launched in 1996, with the two-wheel-drive Carrera S following a whole year later. The C4S is the better-spec'd model, with full Turbo suspension and brakes and, of course, full-time four-wheel-drive. It lasted until March 1998.



## THE BEST BUY OF ALL?

In last month's issue of this very magazine, we looked at the way it's becoming increasingly hard to choose between a g64 and the later 993. A few years ago, our sanity would have come under scrutiny for even daring to compare the two, but markets are fickle and tastes change.

The value of the g64 is on the increase: first it's getting harder to find an unmolested g64 C2 (many have succumbed to RS-style conversions) and second, prices of 993s have remained high, creating a demand for the older model. Demand forces the prices up, and so begins the whole circle of rising

– and ultimately falling – values.

The 993 was, and still is, a tremendous car in every way. The styling, the mechanical reliability, the fact that it was the last of the air-cooled models – all conspired to make it a desirable proposition. And so values remained high – only a couple of years ago, it was virtually impossible to find a good 'basic' 993 for under £25,000, but that's all changing.

There are several reasons for this, one being that, frankly, the 993 is getting a little long in the tooth right now. It's not yet old enough to be considered a true classic, so not every example has

led a pampered life. And because they lend themselves well to daily use, many 993s you'll see are beginning to look a little tired, with more and more dropping out of the specialist service market.

But the Carrera 4S is bucking this trend, with prices firming up and, it seems, even increasing compared to two years ago. Clearly the market appreciates this rather special 993 – but that comes as no surprise, for it benefits from the same wide-body styling, brakes and suspension as the mighty Turbo, making for a very impressive package that looks set hold its value for the foreseeable future.

*The roof profile hadn't changed since the launch of the g11 back in autumn 1963, but just about everything else had. The 993 was bulkier than its predecessors, but remained an elegant design*





## INTERIOR

This was the last model to feature a dashboard, for example, which had its roots in the original 911 of 30 years earlier. Remember, all right-hand drive models will have offset pedals, which some find uncomfortable.

The instrumentation and controls will be familiar to anyone who's driven any older Porsche - everything is there, but it may not always fall readily to hand! The heating and air-conditioning systems won't win any prizes for efficiency, either.

The seats are very comfortable, if lacking in lateral support, and look superb trimmed in leather (like the rest of the interior). The rear seats can accommodate two children at a pinch, but it's best to regard any 993 as a two-seater with 'extra' luggage space...



## WHAT TO WATCH OUT FOR

Unlike the 964 which preceded it, the 993 has a pretty solid reputation for reliability. By the time the C4S was launched, any minor bugs had been ironed out and as long as the car has been serviced regularly (and by someone who knows what they are doing...) you should have few problems to worry about.

Hydraulic cam followers mean no checking valve clearances, thus reducing servicing costs at an OPC by almost a third. Servicing the C4S is a doddle as there is an onboard diagnostic facility (OBDII) which takes away the guesswork. Just plug it in to a computer and up pop the fault codes - if there are any.

Clutches tend to last well, with around 30- 50,000 miles being common between changes - more if the car is used for long journeys, as opposed to the stop-start of city traffic. There was no Tiptronic version of the C4S.

The drivetrain is virtually bulletproof, although you may

want to take a look for any oil leaks from the front differential. Apart from that, common sense tells you to listen out for any undue clonks when lifting on and off the throttle that might indicate driveline wear.

The biggest problem you're going to encounter is finding a good, straight, undamaged car that hasn't had any paintwork carried out at all. The wide rear wings and the nose are

susceptible to scrapes and stone chips, and most cars you'll find will have had some remedial touch-ups in these areas.

Check the panel fit, look for wear on the driver's seat bolster, stained carpets and leather trim, and make sure all the electrical accessories still work OK - the windows can become a little lazy with time. In general, though, the C4S is a good buy and should give little cause for concern.





## ENGINE

From launch, the 993 was equipped with what was essentially the same 3.6-litre engine which had drawn a mixture of praise and criticism when installed in the 964. However, long gone were any dual-mass flywheel problems, or recalcitrant distributor drive belts, both of which plagued the 964 in its day.

The engine carries the internal code M64, and is an all-aluminium, air-cooled flat-six with two valves per cylinder, operated by single overhead cams driven by chains off the crankshaft. Hydraulic cam followers help keep engine noise to a minimum, as well as cutting service costs. Bosch M2.1 engine management controlled the ignition and fuel.

All C4Ss came with the Varioram induction system – essentially an inlet manifold which altered in length to optimise power and torque. Up to 5000rpm, the inlet tracts were at their longest, thereby giving optimum torque but, as the engine rpm increases, the tract is decreased in length, allowing the engine to produce 285bhp.

## TRANSMISSION

The 993 C4S featured a six-speed manual transmission which was some 30kg lighter than that used on the 964 C4. There was no Tiptronic option.

The 993 C4S also featured Porsche's ABD – Automatic Brake Differential – which transfers torque to the front wheels if the rears lose traction, and also gently applies the brakes to one or other of the rear wheels if just one wheel is spinning. There was a limited-slip diff fitted at the rear, which provided 25 per cent lock-up under acceleration and 40 per cent under braking/deceleration.

## PRICES

When we last looked at the 993 Carrera 4S back in 2011, we said you'd need to be looking at paying around £38,000 for a good one. So by now, you'd expect that figure to have dropped to what? Maybe the high-£20K bracket? Perhaps the mid-thirties for an exceptional example? Oh how wrong you'd be...

The Carrera 4S originally cost around £75,000 when new, with options pushing it over the £80K mark with ease. So, what do you think you might have to pay now? Well, let's see what we've got.

The cheapest (if you can use that word) we found on offer was priced at over £35,000, some £10K more than you might pay for a regular non-S 993.

At the time of writing, Strasse at

## SUSPENSION

The 993's rear end consists of double wishbones on each side, located on a cast-aluminium subframe. The unit was designed with a level of passive rear-wheel steering ('Weissach effect'). At the front, the suspension was of a coil-over strut design carried over from the previous 964 models. The 993 was the first 911 to be fitted with power-steering.

The C4S 'borrowed' the suspension set-up from the Turbo models, being lower and stiffer compared to the regular 'non-S' variants, yet without the Turbo's harsh spring rates.

## WHEELS & BRAKES

The Carrera 4S has been described as a 'Turbo without the turbo' – a fair description as the C4S has the Turbo's wide-body style, along with the Big Red brakes and matching calipers from the Turbo. The big 322mm brakes are superb and more than adequate for the task in hand.

Standard wheels are 8Jx18 at the front, with 10Jx18s at the back, shod with 225/40ZR18 and 285/40ZR18 rubber, respectively. The five-spoke 'Turbo' wheels suit the car well, although we've seen many C4Ss upgraded to later 19in Turbo-spec rims.

Leeds were advertising a 68,000-mile 1996 C4S in silver with grey leather for £35,995, making it the lowest price car we found. With full service history, it has to be worth a closer look.

We really liked the look of the 1996 C4S at Alexanders Prestige in North Yorkshire. Finished in Arena Red metallic with a full RS 'aero kit', it looks stunning. With just 51,000 miles on the clock it's well priced at £38,995, although we admit it may not be to everyone's taste.

Harbour Cars in West Sussex have taken a deposit on their C4S which, at £41,990 was by no means the most expensive on offer. It's covered a lowly 38,500 miles, so we're not surprised it's been snapped up.

Williams-Crawford in Devon has a 57,800-mile 1998 model in silver at £44,950. It's advertised as being in fine 'keeper' condition – but let's hope a new owner doesn't lock it away, but puts it to good use and racks up some miles!

You'd expect cars to be a little more expensive at an OPC (not always, of course) and so it came as no real surprise that the most expensive C4S was at the Porsche Centre in Bristol. It's a 55,800-miler in dark blue with tan leather (or 'Cashmere', to use the correct name). It looks gorgeous but at £49,990 you could argue that it should!

So, no cheap £20K bargains, then. This is one 993 that's definitely keeping its head above water.



## DRIVING

Before you get behind the wheel, take a moment to look at the C4S. Beautiful, isn't it? You just know you're in for a treat.

As has been stated, many regard the C4S as a Turbo without the benefit of forced induction, so while it may not be as breathtakingly fast as the Turbo, it handles superbly and stops on a dime. In fact, we'd go on to say in many ways it's a better driving experience than its more powerful sibling as you can explore the available

performance to the max – something only the truly brave can do with the Turbo.

Hit 4500rpm, and the Varioram motor really comes into its own, uttering a delightful wail as you take it to the red line. The spread of torque is amazing and almost irrespective of what gear you're in, the C4S will pick up its skirts and fly. Wonderful!

There will always be those who bemoan the addition of all-wheel drive on a Porsche but it really makes sense when you push on

hard. The car sticks like glue on a dry road, and is even more impressive when it's wet. There is an element of understeer, but that's true of any 911, be it two- or four-wheel drive.

It's only on urban roads (or poorly-maintained country lanes) that all is not well, for the stiffer suspension bangs and crashes over uneven surfaces.

Incidentally, the two-wheel drive C2S doesn't suffer in this way as it 'only' has the regular (and softer) 993 suspension.

## FURTHER INFO

Porsche Club GB: 01608 652911  
[www.porscheclubgb.com](http://www.porscheclubgb.com)

Porsche website:  
[www.porsche.co.uk](http://www.porsche.co.uk)

### Three for sale:

<http://www.porsche.co.uk>

**What:** 1996 Carrera 4S £49,990

**Details:** A well-maintained example with full history, this C4S has 55,800 miles on the clock. Finished in dark blue with Cashmere leather interior, it's the most costly example we found, but arguably the best out there.

**Where:** Porsche Centre Bristol  
08432 183662

<http://www.williams Crawford.co.uk>

**What:** 1998 Carrera 4S £44,950

**Details:** One of the very last to be built, this silver car with grey leather, it's covered 57,800 miles and is fitted with the optional fixed Turbo rear spoiler. Well optioned, it's described as being in 'keeper' condition...

**Where:** Williams-Crawford (Devon)  
01752 840307

<http://www.strasse.co.uk>

**What:** 1997 Carrera 4S £35,995

**Details:** The lowest-priced car we could find – and it's on sale at a dealer. Silver with blue leather, this 64,000-mile example boasts full history and looks to be great value. Snap it up before somebody else whips out their wallet...

**Where:** Strasse (Leeds)  
0113 2340 911

**Our thanks to Paragon GB for the studio model...**

## TRADE VIEW

Devon-based specialist Adrian Crawford of Williams-Crawford ([www.williams Crawford.co.uk](http://www.williams Crawford.co.uk)) sums up the 993 C4S on his website thus:

'These are one of the rarest of all 993 models and one of the last of the air-cooled 911...with a full Turbo body and Turbo brakes and chassis these are indeed special. Although not a full 993 Bi-Turbo, the 285bhp Varioram motor goes well enough for me. Above about 4500rpm it really starts to fly...'

Comparing it to other more modern Porsches, Crawford concludes: '(The 993 C4S has) a more solid, heavier feel, the last of the air cooled cars, it has more character, more soul – and looks superb into the bargain.' When a trader waxes that lyrical, you can be sure a car's good...

## PRESS SPEAK

It was back in the January/February 1996 issue that Ian Kuah reported on 'our' first drive of the Carrera 4S.

Speaking of the suspension set-up, and in reference to the slight changes made to the C4S compared to the Turbo, Kuah said: 'Lo and behold, this gives the (C)4S the best overall ride/handling compromise of all the naturally-aspirated 911s. The 225/40ZR18 and 285/40ZR18 section rubber and wider track give it astonishing adhesion while the ride quality, especially at low

speeds, is noticeably better than the Carrera 2 with 17-inch wheels and tyres.' He goes on to say: 'Of course, the Turbo brakes give the car truly eye-popping retardation...'

Referring to the price, he suggested that 'For some, the £74,795 price tag may be too much to ask, while for those who don't need the grunt of the Turbo, the Carrera 4S will be a blessing.'

That suggests that with today's values sitting at roughly half that original figure, 993 Carrera 4S owners are truly blessed...

*Who can't possibly fail to be seduced by the wide-hipped Turbo styling of the Carrera 4S? But its beauty is more than skin deep, with 'Big Red' brakes and Turbo-sourced suspension*





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**Porsche 911 (996) 3.6 Turbo Coupe**  
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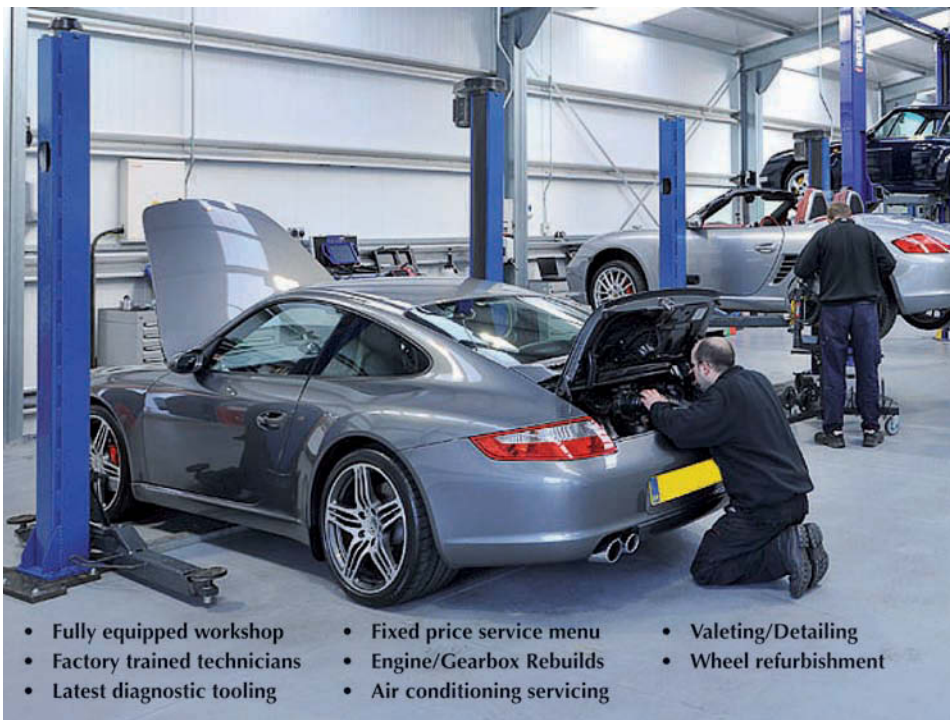


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**Porsche 911 (996) 3.6 Carrera Coupe**  
2002/02, 320bhp, Basalt Black, Black Leather, PCM - Sat Nav with Phone, Electric Memory Seats, Heated Seats, Sunroof, PSM, 18" Black Sport Design Alloys, Stainless Steel Entry Guards, Mileage 43600, **£16,900**

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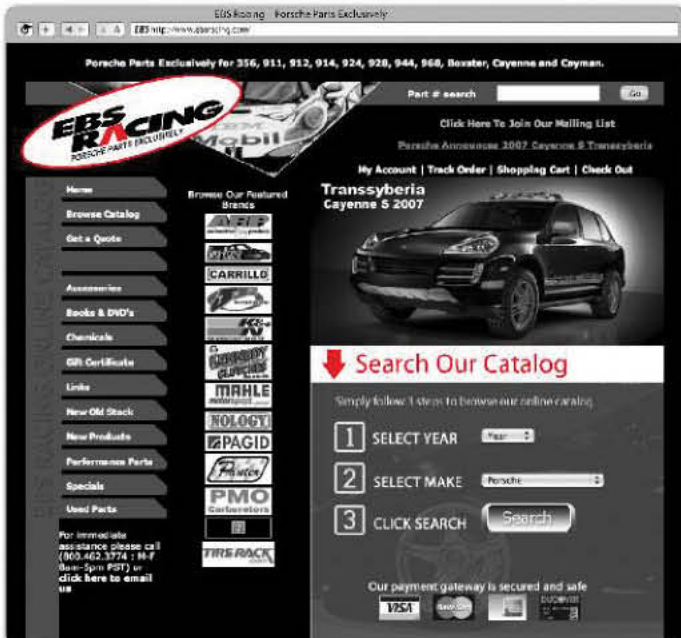
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# WATER, WATER - EVERYWHERE!

Modern Porsches usually give the impression of submarine-like resistance to potentially disastrous water ingress, but sadly that's not always the reality of the situation. Even so, finding and then fixing the problems can be relatively easy, and cost nothing – especially if you act sooner rather than later



**W**e have brazenly adapted the title of this latest *g11 & Porsche World* how-to from a well-known passage in Samuel Taylor Coleridge's epic poem, *The Rime of the Ancient Mariner*: 'Water, water, every where, And all the boards did shrink; Water, water, every where, Nor any drop to drink.' It was written at the very end of the 18th century, so Coleridge could have

known nothing of high-performance sports cars or their associated technical problems (and one suspects he would have cared even less), yet that single short, pithy phrase neatly summarises a disquieting situation that you will now find inside many an ancient Porsche – and some surprisingly recent ones, too.

It probably shouldn't come as a complete shock. Modern cars have a massively strong central

passenger compartment or 'cell', designed to absorb impact forces in the event of a collision. But factor in all the obvious conveniences they are also expected to provide – not least generously proportioned opening windows, doors, tailgates, sunroofs, and in many Porsches even a complete folding, fabric hood – and it's pretty much a given that something as seemingly innocuous as a little moisture (but which can

be as deleterious as concentrated sulphuric acid) is gradually going to find its way in, past even the most complex and efficient of weather seals.

The mainstream vehicle manufacturers have long understood this taxing conundrum, and build in to their cars as many ways as possible of deflecting and dispersing even torrential rainwater. Probably the most obvious is the simple gutter along each side of the roof, above the doors. They

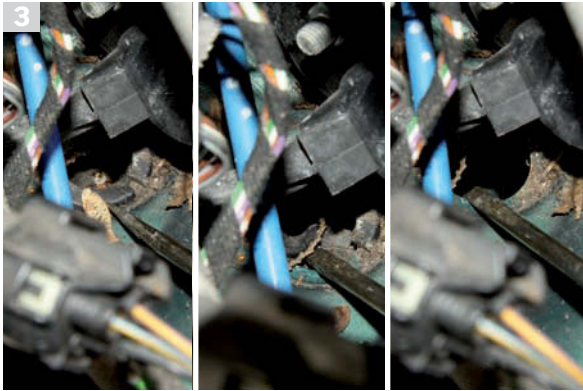
*In common with many modern cars, and particularly those from the VAG group, all of these Porsches have a rather 'busy' so-called plenum chamber beneath the windscreen. It is designed to be wet, but not permanently flooded – which is what very quickly happens when the rubber drain tubes become blocked with leaves*



*Here in this g86 Boxster (g87 and g96/g97 are very similar) the drains are almost impossible to see clearly, but the position and angle of this long screwdriver blade should give you a clue as to their position – which is naturally at the lowest part of the chamber. Note pollen filter, too. Replace that if obviously dirty – or even missing*

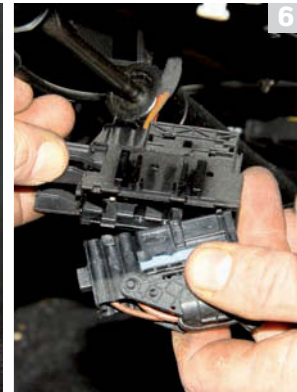
# HOW-TO: FIND AND FIX 986-997 & CAYENNE WATER LEAKS

Going, going...gone. Gently ease the 'duckbilled' drain tubes - a cross between a grommet and a one-way valve - out of the larger holes in the metalwork. Nice idea, but they just don't do anything useful. The rubber will fall through onto the fuel tank, and eventually the road; leave it there. Vacuum out any remaining debris, and now chamber should remain dry



A frequent source of leaks into the front footwells of all Boxsters and 911s is this rubber elbow at the base of the heater box - one each side, and easily knocked off by occupants' feet. It's only a drain again, rather than full of coolant, but water level in cabin will soon rise, especially when it rains as much as it now does here in the UK. Attach as necessary, or buy new if damaged

Boxster hood sheds run-off into recess either side of engine cover, but drain hole (far right) often becomes blocked with debris from cabin, never mind leaves etc. For access detach lower end of each short cable and clear as necessary. Foam mouldings need to be 100 per cent intact, too, so if damaged buy and fit new. Tape repairs unlikely to be successful



Long-standing problems with Boxster hood drains will cause a water build-up under the seat(s). To remove those, undo the four Torx screws securing each one to the floor, and then unplug wiring connector (disconnect battery first to avoid airbag warning light later remaining on). Note vital sealing 'encapsulation' on screw threads

fully accept, too, that water will find its way more deeply inside the structure, and for that reason provide often quite complex systems of drainage channels and holes intended to let it all out again. Hence, for instance, the no doubt

familiar row of small apertures along the lower edge of each door - as well as others, elsewhere within the vehicle, that you would not normally be aware of.

But what many design engineers seem to forget - and in this respect

Porsche's are as culpable as any - is that out here in the real world the water that falls onto our cars is not the filtered stuff that comes out of a laboratory tap, or even an automatic car-wash, but is instead full of contaminants. Dust and other dirt, basically,

and frequently mixed with great handfuls of fallen leaves and other vegetation. Slowly but surely - and often worryingly quickly - that crud accumulates, usually in the drains themselves, and effectively closes them. Water backs up

## FAMILY LIKENESSES

Conveniently grouping together the water-leak characteristics of the various Porsches covered here - primarily to avoid any unnecessary repetition within a limited space - is a reasonably painless process.

All 986 Boxsters and 996 Carreras share exactly the same front-end design, as far back as the windscreen, and likewise the 987 Boxster/Cayman and 997 Carrera are in that respect practically identical to each other - as well as sharing certain basic similarities with their relevant predecessors. And just for the record all of the coupés - 996 and 997 - have essentially similar sunroof drains. (The Cayman has no sunroof, of course.)

After that it gets a little more complicated. The Boxster and equivalent 911 Cabriolet have basically similar but in detail slightly different arrangements for

dealing with the rainwater running off the rear and sides of their roofs, although there is inevitably a strong resemblance in that respect between 986 and 987, and between 996 and 997.

The two glass-roofed 911 Targas (ie 996 and 997) are almost identical, although such is their overall complexity (and increasing susceptibility to more or less unfixable leaks and rattles, suggests Paul Stacey) that in spite of their relative rarity we concluded they probably warrant a how-to all of their own. Later...

It's also worth bearing in mind that while 987 and 997 doors have a pressed-steel internal skin, or component carrier, effectively bonded to the outer shell (much like that favoured by VW since the late 1990s), both the 986 and the 996 have a much simpler - but arguably no less

effective - moulded-foam affair. Either way, a good seal here is way more important than you probably imagine, to prevent water running down the glass and cascading out from beneath the door's internal trim or 'card'.

The Cayenne, too, has that later so-called component carrier in its doors - not overly surprising given its design requirement for wading through deep water - and that, reckons Paul Stacey, makes any problems in those areas a job for an expert, or at the very least someone with dexterity and a huge amount of patience. And no, he's not necessarily volunteering...

Similarly the Cayenne, as you will see from photo 12, has much the same kind of under-windscreen 'plenum chamber' as all of the sports cars, if then a slightly different drain arrangement. Now you know.

It's not just mildew and corrosion that result from leaks into your Porsche's cabin. The ECU for the immobiliser is handily positioned under the left-hand seat to get a good soaking from those blocked hood drains. Horton's own VW Passat had exactly the same problem after pollen-filter seal failed. Drying out might save the day; if not you'll have to replace



Part of problem is that thanks to thickness of the trim, and its construction, you often won't know that there's water sloshing around until it's too late. Best way then to dry it out - without laboriously removing the entire moulded carpet - is to lift it as far as possible, and stuff the area with old towels or even disposable diapers. Simple!

Often overlooked in the hunt for water leaks is the vital waterproof membrane behind each door 'card'. In both 996 and 986 it's this simple moulded foam affair, stuck round the edge and then fully secured in position by the trim itself. In 987/997 it's replaced by a pressed-steel panel which also bears window mechanism etc



It's essential that seal is intact, or water will run down the glass and then, even when the car is perfectly level, out from under the trim and into the footwell. Silicone helps foam stick. Sadly, component carrier is harder to remove (shades of that VW Passat again...), and may also need more positive sealing. More on this area of the cars soon

above these resulting tiny 'dams', and soon reaches apertures, leading to 'dry' areas, that are either virtually impossible to seal hermetically, or else were only ever designed to be moisture-resistant, rather than completely submerged. (And it takes only a very modest head of water to generate a

surprisingly high static pressure.) Once that happens you are heading into a whole new world of trouble. Routinely soaked interior trim quickly develops unsightly (and unhealthy) mildew, and will eventually start smelling and even rotting. And such is often the substantial thickness

of the material, particularly where it's combined with noise-deadening insulation, that you may have no idea of the huge amount of water behind or beneath it. The associated condensation will lead to similar problems elsewhere, even in places that are not actually wet, and in cold,

damp weather you could find the inside face of the windows either prone to misting over, or else at times running with water. All of this will have a predictable effect on any adjacent wiring and electronics (much of which is placed on the lowest part of the floorpan), and although it's not (yet) a

## TOOLS, EQUIPMENT AND MATERIALS

You are really not going to need very much at all for this one - and little, if anything, that you won't already have around the house and/or garage. Screwdrivers, sockets, Torx keys and so on (for removing and refitting trim, seats, wheelarch liners etc); a good inspection lamp or two (you need to see as clearly as possible what you are doing, often in confined spaces); and not least the usual kit - and safety precautions, of course - for raising the car for access to the inside of its wheelarches.

Clearing blocked drains - and you'll probably find at least one - can be done with a variety of tools, but soft and pliable is better than hard and sharp, in order to avoid scratching the paint off any adjacent steelwork:

a heavy-duty cable-tie, perhaps, or a length of fairly stiff, insulated wire. That said, those rubber 'duckbills' at the base of the under-bonnet plenum chamber (see photo group 3) will probably need something like an extra-long screwdriver blade to push them through. Compressed air is often useful in this respect, too, and with equal care (to avoid further soaking things that won't appreciate it) a garden hose with an adjustable nozzle.

As for drying out any affected carpet or other trim, your best bet is to lift and then somehow support it as far away from the floor as possible, and pack the space beneath with either old bath towels, which can then be wrung out, dried and replaced as many times as

necessary, or even - if you happen to have a baby in the house - disposable diapers. (Removing the one-piece moulded carpet from the car would obviously be preferable, but would almost certainly mean stripping out virtually the whole of the interior.)

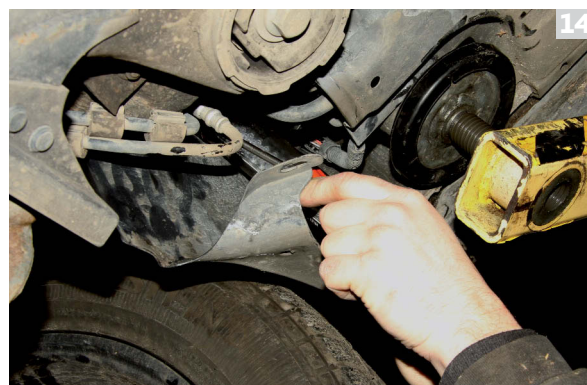
The only spare parts you are likely to need are the special screws (usually Torx-headed) securing the wheelarch liners - chances are the old ones will be pretty rusty - and possibly the moulded foam trays from below each side of your Boxster's hood. It's tempting to patch those up with waterproof tape, but even at roughly £150 per pair including VAT (yes, really!) your best bet is to fit new ones. As ever, do it right and do it once.

The Cayenne, here a GTS, has much the same sort of so-called plenum chamber ahead of its windscreen as the sports cars, designed to allow as much water to pass harmlessly through it as may be necessary; it's only when the drainage points become blocked that flooding problems start to occur. Access is easy enough via lift-off panels



And it's not at all uncommon, says Paul Stacey, to see this entire area - including the main engine ECU and brake servo - completely submerged, but amazingly without necessarily any effect on either engine or braking performance. Until, of course, a seal breaks down, or perhaps part of the servo rusts through - and that does happen

So packed with hardware is it that unblocking the Cayenne's plenum-chamber drains is, perhaps not surprisingly, a somewhat more involved business than in the 986-997 models, requiring removal of the wheelarch liners from beneath the car, or at the very least undoing some of the Torx screws and pulling the mouldings aside

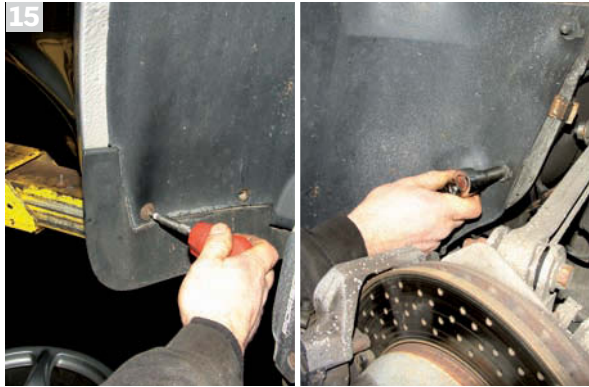


Even then it's pretty difficult to see what you are trying gently to poke through with your screwdriver or length of wire - and impossible to show in a photo - hence the need for a bright light. Probably the best bet is to remove that, out of harm's way, and carefully trickle water down through the chamber to see how - and where - it exits beneath



# HOW-TO: FIND AND FIX 986-997 & CAYENNE WATER LEAKS

All g11 Cabriolets - here a 997 model, although the 996 is broadly the same - have similar hood run-off channels as the two Boxsters, but with drains themselves exiting not vertically downward, through the sills, but behind the rear wheelarch liners. Torx screws again, plus those plastic 'nuts' (right) that can be so awkward to refit: buy new?



major problem in modern 'galvanised' Porsches could eventually cause the underlying steelwork to start corroding.

If that's the bad news, then the good news is that tackling the problem, either pre-emptively or else in its very early stages, need cost no more than a modest amount of time and effort, and just a little common sense. And so straightforward is the work that almost anyone with any genuine interest in it should be able to do pretty much all of it for themselves. In order to find out precisely and definitively what's involved in weatherproofing the most popular of the

current Porsches - that's 986 to 997, as well as the Cayenne - we spent a fascinating few hours with ace technician and Q&A stalwart Paul Stacey at Northway Porsche in Beenham, Berkshire. He has beyond doubt seen - and fixed - it all. (Please note, though, that we have not covered sunroof drains, which because of both their natural start and finish points, as well as their routes through the cabin, are arguably a little beyond the scope of a DIY story such as this.)

The previous mainstream Porsche models - 993, 964 and g11 Carrera 3.2, for instance, and not least the water-



Luckily, thanks to proximity of the engine and not least the even hotter exhaust system, the plastic liners are relatively modest affairs, little more than shields, and unlike some don't require any bending or similar struggling to remove and then refit. It's unfortunate - if unsurprising - that work such as this is not part of normal servicing

cooled 'transaxle' cars - tend to bring with them slightly different issues, with the added complication of ageing and sometimes not as easily replaceable (or affordable) rubber seals, so we shall be coming back to look at those in due course - as well as, perhaps, those sunroof drains. In the meantime, though, the same basic principles and techniques explained in this story are applicable to them, too - and if you have any specific problems not dealt with here, well, that's what our regular Q&A pages are for.

So read on and enjoy; watch and learn. There are, after all, few things

more satisfying than knowing that even if you cannot stop the rain falling from the sky, you can at least keep it in its rightful place. That's outside your Porsche, or at the very most passing harmlessly through it as nature intended, and not in there with you. **PW**

## ACKNOWLEDGEMENTS & CONTACTS

Our sincere thanks to Paul Stacey at independent specialist Northway Porsche in Beenham, Berkshire (not far from Junction 12 of the M4 motorway), for his characteristically enthusiastic and knowledgeable help in putting together this story. If you would like Paul or any of his colleagues to do this or any other work on your car, call 01189 714333, or go to [www.northwayporscheltld.co.uk](http://www.northwayporscheltld.co.uk)

And immediately you can see why, despite Porsche's apparently best efforts, even the most carefully maintained Cabrios can so often fill with water. Drain becomes clogged with silt thrown up from wheels (and that in spite of the liners), with felony compounded by a tiny rubber flap intended as a sort of one-way valve. So that can go straight in the bin...



Cabriolet hood, particularly in this 997, has a rather more complex hood mechanism than original 986 Boxster, but the operating and drainage principles are much the same. There are no obvious foam trays, though, and it's quite a bit harder to see the top of the drain holes. Note build-up of dust and other detritus



A stitch in time - or, as we prefer to call it, While You Are In There: thanks to the cars' 'galvanised' body shells it will no doubt be many years before this routinely wet (or at the very least damp) mud starts to cause any serious corrosion problems, but why take the chance? Don't skimp on any new fixings, or other parts seen to be needed



The best way of checking integrity of each drainage channel is to unscrew the loudspeaker from side panel, below rear window, and make sure that water is finding its way into this moulded plastic tray, and then down to exit in wheelarch. Slowly pour a very small quantity of liquid in from above if you are unsure

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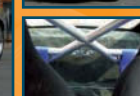
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## DISCRETION ASSURED

Devoid of a glitzy showroom window, Dove House Motor Company hides its Porsches away, but they're well worth making an appointment to see

Words and Pictures: Brett Fraser

As recommendations for a company go, the fact that your own brother has bought a Mk1 996 GT3 from it speaks volumes. However, when you learn that your destination is on a Northants trading estate, it remains hard not to harbour the suspicion that while you're off to see some good cars and good people, the locale may be less than salubrious.

Yet that's not the case with Dove House Motor Company. Its neighbours on the Rushden estate include a fancy Waitrose supermarket, a tidy Shell fuel station and numerous other neatly presented facilities. And Dove House's substantial premises fit in very nicely with the well-kempt appearance of the area; with its brick façade, the company's main building looks nothing like your regular industrial unit.

And but for the prevalence of Porsches in the car park, the premises don't shout loud what lurks within – there's no big showroom window full of glittering delights, no banners proclaiming the presence of Porsches, Ferraris, Aston Martins, Bentleys and Maseratis. Discretion is the key here, partly because it gives customers the sense that they've entered a world where they can do business in private, and partly, you suspect, because it doesn't attract criminally inclined after-hours visitors...

Although it's not a hard and fast rule, Dove House prefers visitors to make an appointment to view, as director Simon Lenton explains: 'We're only a small staff here, so if people make an appointment to come and see us then we're better able to organise our day to

## THE SPECIALISTS: DOVE HOUSE MOTOR COMPANY

ensure we can look after all their needs.

'Of course we welcome everyone who shows up here, and we do have a fair few people who drop in because they happen to be passing. But if you're after a specific car then it's always best to ring first – some cars are sold so quickly that we don't have time to update our stocklist on the website. We had one lady who drove up here from the south coast to buy a car that had already gone: she was very disappointed and we don't like disappointing potential customers. And that's why we advise that you ring first.'

The Dove House Motor Company has been in Rushden since the middle of 2004. It was the brainchild of Mark Beeston, a City of London banker whose hobby for buying and selling sports and luxury cars on the weekends became such a success that he was forced to register as a trader. Initially he ran the business from home, commissioning bespoke premises when his family, not unreasonably, asked if they could have some of the rooms in the house back.

Although he remains the owner of Dove House – and

there's something almost overwhelming about seeing so many superb cars amassed in one place, and while we're all Porsche fans on this magazine, the smattering of Ferraris, Audi R8s, Bentleys and Astons adds to the thrill.

Essentially we're just in a large hangar, but it doesn't feel like it. 'From the outset we wanted the Dove House experience to be different from all the other specialists out there,' relates Simon, 'and the showroom is part of that. Even if the weather outside is rubbish (as it was on the snow-caked day of our visit), we wanted a space where we could display all our stock and give customers the space to look around a car properly.'

'So the floor is resin-coated to look smart, there's a large heater, and we chose the lighting carefully to enable you to actually see what you're buying.' If anything Simon is rather underselling the effectiveness of the lighting: it accentuates every curve of the cars on display, contributing the sense that you're in a big boy's toybox.

While other marques are represented on the

“Over the past five years Porsche has evolved into the dominant brand, as you can see today”

as passionate about fast cars and hard driving as ever – Mark is no longer really involved in the day to day running of the company, leaving that task to Simon and a team of seven other salesmen, technicians, and an office manager. But while he's not here in person, Mark does have a presence around the building: a large Beeston village road sign on the wall, for example, and in reception, in its own display case, a fuel filler cap from the first car he bought whilst at university. Sitting above the cap is a picture of the car, a Volkswagen Beetle, which is labelled, "from humble beginnings".

The latter is a phrase that assumes great poignancy when Simon opens the window-less door that leads from the modest reception area into the showroom: wow. It's like discovering hidden treasure, even if you've earlier perused the Dove House website and have a pretty good idea of what's on offer. And yet

showroom floor, Porsches dominate Dove House's stock, which Simon reveals wasn't a conscious decision. 'When we first opened we had a bit of everything, although Porsches were always a strong part of the mix. But during the past, say, five years, Porsche has evolved into the dominant brand, as you can see from our stock today.'

Sales executive Nick West believes that the everyday usability of a Porsche has led to its popularity. 'We have had Porsche owners who have wanted to try something a bit different, a Ferrari or Aston, for example, then return to us later for another Porsche because they want to be able to take their car for a run to the supermarket in the rain.'

So, what's popular at the moment? 'Strangely, given we've had weeks of sub-zero temperatures and snow, g11 convertibles,' reveals Simon. 'It's not even the end



Right: The huge indoor space is lit to bring out the best of the stock. Makes tyre kicking far more pleasurable – especially in the winter. Above right: Tony Whitcombe, workshop manager. Below right: Sales Executive, Nick West (left) and Director, Simon Lenton



of January and we've sold five of them, including a 991.'

Also in demand are the quicker and rarer versions of the 996, as evidenced by the Speed Yellow Mk2 GT3 and a couple of silver Turbos in the showroom. 'At the moment 996 GT3 and Turbo are exceptionally good value,' opines Simon. 'These are fantastic cars and long-term I think will make great investments.'

'On the whole, though, we're moving away from regular 996s, unless we've taken one in part-exchange that has been very well looked after. The trouble is, there are so many wrecks out there: the depressed values mean that lots of people can afford the stretch to buy one, but then try to maintain them on a shoestring.'

'From our perspective it means that there's not enough (financial) margin in a 996 to bring it up to the Dove House mechanical standard and still make a

fixing and race preparing Ferraris, Lotuses, etc. 'Tony and his team have superb knowledge of all things Porsche,' boasts Simon, 'and they have the ability to mend components cost-effectively, rather than just replace whole assemblies as a default. They instinctively know where to look for problems and know how to resolve them.'

'Their expertise means that as well as regular servicing we can rebuild engines and gearboxes. We're also about to introduce a brake caliper refinishing service, and we can retrofit cruise control to both the 996 and 997 for substantially less than an OPC. And we're able to cure oil leaks on Tiptronic gearboxes, rather than replace the whole unit at huge expense.'

Simon is keen to highlight the breadth of Dove House's offerings, both existent and forthcoming. 'We run a fleet of three diesel Mini courtesy cars for the

## CONTACT

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“Typically we can spend up to £2000 to bring a car up to our own Dove House standards”

worthwhile profit from it. Every car that comes into our workshop is subjected to a 111-point check-up, and then, if I'm honest, we will probably go overboard with its preparation.

'Typically, we can spend up to £2000 to bring a car up to our standards. If there's any question over the brakes, we replace the discs and pads: we take no chances with the tyres and replace sub-standard items with new, N-rated rubber. I believe that mechanically we prepare our cars to OPC standards. We've even received compliments from (used Porsche specialist inspector) Peter Morgan's team, saying what a delight it is to inspect Porsches that we've prepared. And we also employ a full-time detailer to keep our cars looking in peak condition.'

Two and a half years ago Dove House added a service centre to its operations. Workshop manager is Tony Whitcombe, who gained seven years' experience at Porsche Silverstone, and for the seven years prior to that worked in the garages at Silverstone circuit,

service department,' he continues, 'and we'll soon be selling parts and accessories. We already have menu priced servicing and some major repairs, and are about to offer the same arrangement for our valeting and detailing facilities.'

'We're also very proud of our competitive finance offering – we're able to offer finance on the sorts of cars, especially older ones, that many others simply won't touch. We also give a very comprehensive warranty on all the cars we sell.'

'At three months it's not the longest warranty on the market, but it's genuinely comprehensive cover and we underwrite it ourselves – that, of course, gives us even greater incentive to ensure that we prepare our cars to an exceptional standard.'

Simon's enthusiasm for Dove House is infectious, so it's with the greatest reluctance that I take my leave of him without being in possession of the logbook for a Speed Yellow Mk2 996 GT3, lovely condition, half-cage, probably the cheapest Mk2 in the country... **PW**

*Left: Painting on wall is actually of Dove House owner and founder Mark Beeston's own Porsche 356. Service centre has been operational for 2.5-years. Below: Dream garage*




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# PROJECTS

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## THE TEAM

JOHNNY TIPLER

### 964 C2 (PEPPERMINT PIG)

At last! With 315,000kms notched up, the Peppermint Pig is getting the engine rebuilt it so richly deserves, courtesy of Mike at 911 Motorsport in Antwerp. He's renewing most major internals, including pistons, barrels, valve guides and injectors, so we can't wait to see how a reconditioned 3.6-litre flat-six goes.



PETER SIMPSON

### 996 C4/CARRERA 3.4 TARGA

The wheels have arrived, but the car hasn't! I've heard that it's getting closer: the engine is back in again and the exhaust system is fitted. Let's hope it's back before the next issue. A four-wheel drive Porsche in the current snowy conditions would have been rubbish anyway! Well that's what I tell myself as it's missed the summer too.



BRETT FRASER

### BOXSTER S

Feel like a fraud not using the Boxster in the snow, but given that my four-wheel drive pickup only made it up the driveway in low ratio, I think I have a fair excuse. Pleased to discover from Dove House experts that my splitting silencer may not be the disaster I thought. Look out for a full report next month.



STEVE BENNETT

### 944 LUX

My 944 has been putting on the miles recently. One thing is clear: it needs new engine mounts. There's a lot of confusion about 944 mounts, but I plan to get to the bottom of what's available and what works. I've decided to swap the seats over too for black. A pair of leather six-way adjustables have been sourced now.



CHRIS HORTON

### 924S (TWO OF THEM...), 944

A quiet few days just before last Christmas gave me the chance to drive up to CMS in Telford and buy for my 'new' 924S a set of 1986-on 944 wheels - just like the rims that were on the red car when I sold it, and so much better-looking inside the wheelarches. I've even ordered a couple of starter motors, so watch this space for more news soon!



## PRIME OF LIFE

KS's 'Hot Rod 911' project continues at its usual slowish rate. Actually that's not really fair. By the time you read this the car will have been painted in a pretty snappy metallic gold. Meanwhile part procurement is gathering pace

Well, I did warn you I might change my mind about one or two things. I was pretty set on the colour (Leaf Green), and I'd already taken care of the wheels - steelies which I'd just had powder-coated in silver. I was also planning on an all-black interior... So what went wrong?

The first change of plan came after surfing some on-line Porsche forums (damn you, Internet!) in the search for a definitive paint mix for Leaf Green. It was then that I saw a car wearing Gold Metallic - a very bright, almost Candy-like metallic used around 1970/71 by Porsche as a special order on 911s and 914s. Then I recalled seeing a car this colour lurking at Alan Drayson's Canford Classics workshop. It, too, was a narrow-bodied short-wheelbase car, this time running Minilites all round - it was love at first sight.

I'd put the colour out of my mind, though, as I didn't want to 'copy' another car. But then a little voice inside my head

(they're always talking to me...) told me to go with my heart. Paint it Gold Metallic! So that's what I'm doing. Chris Jury in Germany rustled up a new impression of how the car would look and I was sold. But there's a bit to do before it's painted, of which more anon.

Now, the eagle-eyed among you might have spotted the wheels on Chris's artwork: they don't look like factory steel wheels, do they? Sigh... here I go again. When I first started on this project, I had a few different ideas about what wheels to use. The first had been to run with 6in Minilites all round, but then it would definitely look too much like the car at Canford Classics. Fuchs? An obvious choice, but somehow a little too obvious for a mongrel like El Chucho.

No, the wheels I really wanted were a set of the 15in aluminium space-saver rims used on Porsche 944 Turbos. Four space-savers means four cars have 'lost' their spare wheels, so they don't grow on trees. There are plenty

KEITH SEUME

1966 912

Occupation: Editor

Classic Porsche

Home town: Lostwithiel, Cornwall

Previous Porsches owned:

Carrera 2.7; 928; 912; 914/6;

Junior Tractor

Car: 912

Year: 1966

Owned for: 14 months

Mods/options: Six-cylinder engine conversion, etc.

Contact:

classicporsche@chpltd.com

THIS MONTH IN BRIEF:

More changes of plan, new wheels and seats

of later 16in space-savers of various designs on eBay, but only rarely do you ever see the older 15in type - especially the 'smooth' design with the 16 round holes. I found a good set in the USA, but the shipping proved uneconomical, so I gave up on the idea, bought a set of steel rims and had them powder-coated silver. I even bought a set of tyres - 195/65x15 Vredestein Sprint Classics - and had them mounted. Job done? Not quite...

No sooner had I done all this than I saw an advert on the 'net that was titled 'Outlaw wheels'. Oh no, I don't believe it! Yes, it was for a set of four 15in 'round hole' space-savers, and the price was right, too. Better still, the vendor





agreed to meet me at Roger Bray's near Exeter with the wheels – at the same time, I met up with Roger Barrie, who bought my steels back from me. Doubtless my local tyre fitters now regard me as something of an idiot, asking them to fit and then remove, and then refit the same set of tyres to various rims. Still, it gives them some practice.

I'm not 100 per cent decided on the finish for the wheels, so am not rushing into anything (for a change). I have had the second valve hole welded up on each rim (space-savers come with two valves), so that's one less job to worry about.

The car is now sitting in the workshops at R-to-RSR near Newton Abbott in Devon, where Andy Hornby and Graham Kidd have been working their magic on the bodyshell. Graham really is something of a

perfectionist and I know the car's in good hands. The problem is, we keep coming up with different ideas, all in an effort to make the car a little out of the ordinary. I never wanted the car to look like another 'factory race car replica', but more of a hot-rod that might have been built in SoCal in the late 1960s. With some factory race details thrown in for good measure, of course – hence the 911R-style taillights and lightweight bumpers.

At this very moment, the car is flatted and should be in primer this week (fingers crossed) and then paint by the end of the month. That is if we can stop coming up with any other silly ideas – such as a remodelled dashboard. Yes, you read that right: I'd had a few thoughts on how to revamp the rather hacked-about dashboard, but

Andy wanted to take things a stage or two further. Between us we've come up with a crazy idea – you'll have to wait and see if we see it through!

I've also had the front seats retrimmed. Some while ago, I had bought a pair of Corbeau 'Classic' seats – traditional bucket seats in black vinyl. They were cheap to buy, but the more I looked at them, the less I liked what I saw. I began to wonder if I should just buy some more seats when I had an idea. While Sarah my partner and I were looking at furnishing fabrics, I spotted some Cornish tartan material. Perfect! It went well with the proposed paint finish and helps give the car a Cornish flavour. A local trimmer redid the seats with a tartan insert for a very reasonable sum and the result is, I think, very pleasing.

What else? I've been

scouring eBay, picking up little bits and pieces I need for the car, including a coil-pack and ignition amplifier for the crank-trigger ignition system I'll be running alongside the Jenvey throttle bodies. I've also found a neat billet-aluminium toothed crank pulley and ignition pick-up mount to suit. The early green-dial gauges I'd bought were sold and replaced with a set of 1969 911S dials, which are currently with Julian Reap for refurbishment. I've got all the suspension bushes I need from Powerflex, too. The floor of the spare bedroom is starting to groan under the weight of it all.

Next time around, I hope I'll be able to report on the paintwork – and I'll fill you in on what happened when the River Fowey breaks its banks, flooding my garage... Who said it would be easy?

**Above left: In the workshop being 'flatted off.' Corbeau 'Classic' seats look the part now with tartan trim inserts. They should match the exterior gold metallic nicely**



## CONTACT

Restoration Design:  
[www.restoration-design.com](http://www.restoration-design.com)  
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**Far left: Ready for primer at R-to-RSR. Wheels are outlaw look steel space-savers. Jenvey throttle bodies add a modern touch to KS's 911 Hot Rod**

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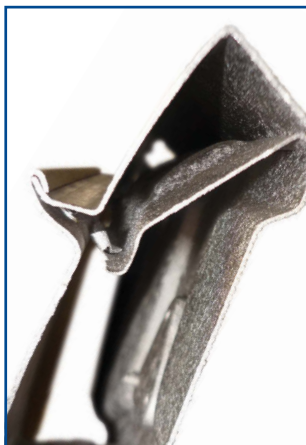
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PAUL DAVIES

### 911 CARRERA 3.2

**Occupation:** Freelance writer

**Home town:** Mitcheldean, Gloucestershire

**Previous Porsches owned:** 1 (1968 912)

**Car:** Carrera 3.2 Targa

**Year:** 1987

**Mileage:** 106,458

**Owned for:** 6 years

**Mods/options:** None. Just as Stuttgart intended!

**Contact:**

auto.writer@btinternet.com

**THIS MONTH IN BRIEF:**

Replace indicator/light stalk

The Autumn Leaves Scenic Tour had been good fun, despite the rain, but as we set out for home the headlamps failed, which is not a good thing in the Forest of Dean. I like venison, and wild boar sausages are great, but there's no way I fancy either of those inhabitants of this part of Gloucestershire crash-testing the front end of the Porsche. Fortunately, the two driving lamps set into the front apron provided sufficient light for us to complete the journey without impaling the wildlife!

Back at base, it was a case of trying to find out what had happened. I like the oily bits of cars,

but where auto-electrics are involved I'm almost at a loss. In fact I reckon it's unreal, the way light and sparks travel along wires. Still, there were a few clues.

The parking lights still worked on the first notch of the fascia pull-switch, but the headlamps themselves did not come on when you pulled further. The main beam flash/indicator stalk seemed to carry out those functions, but (obviously) didn't operate the headlamp dip. Both fuses (in the box under the carpet on the L/H side of the luggage compartment) and their connections were fine, and (obviously, again) the bulbs were OK – because

the flasher worked.

It had to be that switch on the fascia, I reasoned. A quick check on the interweb revealed you could buy a new one for around £140, excluding VAT, and second-hand ones were about half that. Second-hand I didn't fancy (after all they've got to be about 25 years old) and I wasn't buying new until I was sure that was the problem. First thing, therefore, was to look at the existing switch and see (hope) if perhaps the problem was no more than a loose wire.

Removing the switch is not as easy as it sounds – it's so tightly packed behind the fascia you can't get at anything. To

make things a bit easier, I removed the carpeted side footwell cover that hides one of the heater blowers – and even more wiring – and also prised out the headlamp height adjustment 'wheel', which is adjacent to the light switch and has bulky vacuum pipes attached. Then, with the knob removed and the plastic surround unscrewed, the switch itself could be pushed (firmly) back and pulled down. Unfortunately, all the wires seemed in place!

I needed assistance. I had to visit Specialised Vehicle Preparations, at Droitwich, on another writing job, and Dom Delaney (nice chap he is) agreed that one of his

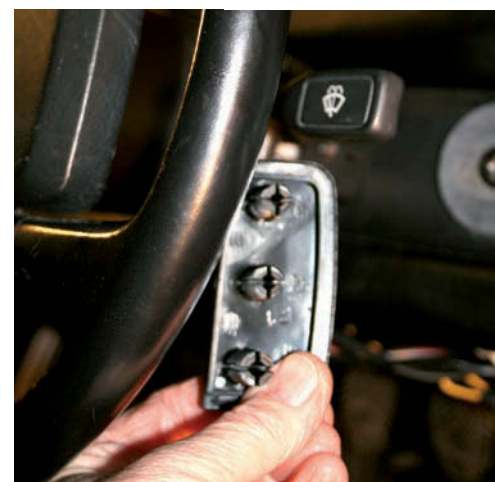
### CONTACT

Thanks to Dom Delaney at SVP, Droitwich, for finding the problem [www.specialistvehiclepreparations.com](http://www.specialistvehiclepreparations.com)

**A 10mm nut fixes the light switch knob, and a pair of long nose pliers unscrews the plastic washer. The switch can then be pushed back and pulled down below fascia**

**Removing carpeted side of footwell and prising out the headlamp adjuster gives more room to get at the switch and wires under the fascia. (NB: heater blower in footwell.)**

**The two backing plates on the horn-push pad have to be prised off before the pad itself can be pulled from the wheel. No screws, bolts, etc are used for fixing this**







men would take a look. Half an hour later I was told the problem was not the fascia switch but the indicator stalk. Which was slightly better news, because this item is only £95, excl VAT, from your Official Porsche Centre – in Dom's case the friendly folks at Solihull who had one in stock. (It's worth adding that parts from an OPC dealer are not necessarily more expensive than from anyone else, and most carry a decent stock for 'classic' cars.)

I collected the new part from Dom, and set off home for a spot of DIY.

Disconnect battery again. Remove steering wheel, which involves (literally) pulling off the horn push once the two fixing pads on the back side of the wheel have been prised off, and then undoing the fixing nut on the column. (Officially, a

27mm socket is needed, but you won't find one of those in your average socket set. However, I can reveal a 11/16th ins A/F socket fits near enough but no professional Porsche technician would use one of course. I can also divulge that a soft hammer was required to free the nut.)

The wheel pulls off the column (do it in the straight ahead position so when you replace it'll be correctly aligned) to reveal both the wiper and flasher/indicator stalks. Once the plastic shrouding is removed (one screw each side, plus four bolts accessed inside – see picture) the indicator stalk can be removed from its bracket (two bolts) by pushing backwards towards the fascia.

It's at this stage that it's advisable to take a careful look at things, and

make notes of which wires go where. The stalk has two sets of wires sheathed in plastic looms. One has a plug on the end which locates in a socket on the bulkhead, in a sort of wire infested no-man's land behind the fascia; the other has, primarily, four wires with connectors that attach to the back of the light switch. There are a few other wires, but their positions are obvious.

I played safe. Although the old stalk had been disconnected from its bracket, I didn't remove completely. I fed the replacement stalk through the same gap in the fascia by the steering column so that old and new were alongside each other, fitting new wires to terminals one by one as I removed each old wire. Only when the new stalk was completely connected did I remove

the old one and throw it in the bin.

After that, as they say in all the best DIY manuals, re-assembly was only a matter of doing everything in reverse. Be warned though, the light switch itself also has a loom that plugs into the bulkhead – mine pulled out whilst I was swapping the leads at the back and it took a bit of ferreting around to find out where the 'extra' plug had come from.

All that's left, when you've checked it all works of course, is to refit the fascia light switch, tidy up the wiring as much as possible, and then re-fit the footwell cover.

We've got headlights again now, and – thanks to Dom and his men at SVP – I did it without really understanding how electricity works. It will remain a mystery.

**With wheel straight ahead the securing nut can be undone with a 27mm socket (or thereabouts, see text) and then pulled off. One horn connecting wire has to be removed**

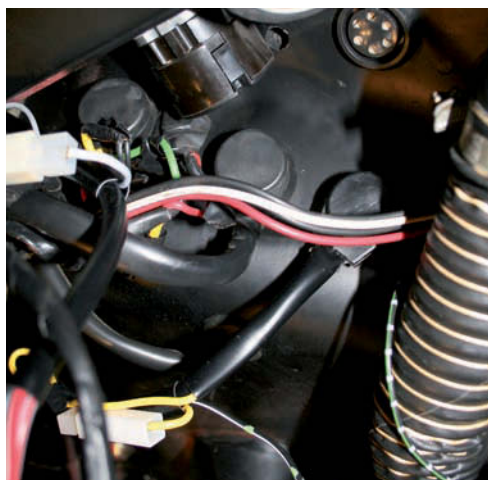
**Two horn contact screws (top) have to be removed to reveal top screws fixing plastic shroud in place bottom screws have been removed. There's also a screw each side behind stalks**

**Two screws fix the indicator/flasher stalk to the bracket. The unit can then be pushed back and wriggled out – it's a tight fit. All wires feed through the fascia by the side of the column**

**I went for a brand new part from a Porsche Centre. Second-hand switches may be OK, but it could be that the original failed because it was 25 years old**

**Bulkhead sockets mentioned. Indicator/flasher loom is plugged in lower right, socket at top is where loom direct from fascia light switch should go – make sure it's still attached**

**Job done, and here's a good use for that Carrera wing!**



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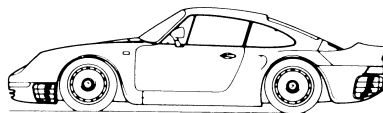
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MEET THE TEAM...

Welcome to *g11 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and obsessive DIY enthusiast, Chris Horton (right). It's much the same format as you would expect - you ask, and our experts do their best to answer - but we've recently added yet another page, more detail (most notably in the form of part numbers and likely costs, and also contact phone numbers and websites where relevant), and not least more illustrations. Please note that all prices quoted were to the best of our knowledge correct - for the UK - at the time of writing, and for the sake of consistency generally exclude VAT, unless otherwise stated.



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## MODERNISING 911T'S IGNITION SYSTEM

I have a 1972-model 2.2-litre 911T, which although not in daily use does cover about 5000-8000 miles each year, including at least one usually three-week journey to France and then southern Spain every summer. So I need it to be as reliable as possible.

Since my last trip, however, the ignition distributor has started showing signs of wear and tear - I'm told that's probably the cause, at least in part, of the increasingly erratic idle and poor throttle response. So before this coming summer I would like either to overhaul or to replace it, or even to fit some sort of contactless electronic ignition system, similar to the Lumenition set-up that I had on an old Jaguar many years ago. Do you have any suggestions?

**David Cruickshank, West Sussex**

**Chris Horton:** Yes, I do. BS Motorsport in Westcott, Buckinghamshire (01296 658422; [www.bsmotorsport.co.uk](http://www.bsmotorsport.co.uk)), sells the neat little contactless ignition systems from US manufacturer PerTronix ([www.pertronix.com](http://www.pertronix.com)), which at around £60 for an easily fitted DIY kit suitable for your particular 911 has to be a real bargain. (Most other pre-CDI Porsche models are covered, too, and PerTronix also

*produces a useful range of related ignition components, including high-energy coils, plug leads, and even multiple-spark discharge systems.) Alternatively, send your standard distributor to BS Motorsport proprietor Neil Bainbridge, and for a modest additional fee he will not only fit the PerTronix system for you but will also then fine-tune it for your specific engine on his state-of-the-art test rig (see the photograph below).*

*Crucially the PerTronix unit, which comes with detailed installation instructions, does away with the original mechanical contact-breaker 'points', which as you probably know can always be tricky to adjust correctly, especially in a distributor that is more than a little worn, and instead uses an entirely electronic and thus maintenance-free Hall sensor to trigger the high-tension side of the ignition system. The device is both quick and easy to fit, and no less important for the originality-at-all-costs brigade is then effectively 'invisible' inside the standard distributor cap, and can easily be replaced by the standard Porsche parts again - although why you would wish to do that, unless perhaps to use the PerTronix unit on your next classic 911, is beyond me. Highly recommended!*



*Simple but highly effective US-made PerTronix kit replaces old-style distributor's mechanical contact-breaker points with a so-called Hall sensor, triggered by a series of six tiny magnets set into the plastic ring round the central drive-shaft. Mechanical advance mechanism is retained underneath. It's an easy DIY installation, but alternatively send your dizzy to BS Motorsport, and Neil Bainbridge will set it up - for your own engine's specific requirements - on this sophisticated test rig*

## 944 TURBO LOSES POWER

I have been experiencing an occasional but still very frustrating problem with my late-model 944 Turbo, and unfortunately it now seems to be getting worse.

Quite often while I am driving at medium to low revs, the engine suddenly loses all power, although it doesn't cut out completely. Depressing the clutch and rapidly pumping the accelerator, which produces some loud popping and banging sounds from the exhaust, seems to bring it back to life, and thereafter it usually runs smoothly for the rest of the journey.

I have had the fuel pump checked (it was OK, I'm told), and the fuel filter replaced, and I use only Shell V Power petrol.

**David Treacher**

**Paul Stacey, Northway Porsche:**

*It is always notoriously difficult to diagnose intermittent problems such as this, especially in cars without the modern on-board facilities that can log a fault as it actually happens, for later analysis. It would help, though, if you could pin down exactly when this particular issue manifests itself. Is it always at the same engine speed, for instance, or at the same exterior temperature or engine temperature? I had a very similar fault in a 944 Turbo that I once owned, and it would remedy itself every time the engine was turned off. That turned out to be the DME control module.*

*If the problem always occurs within roughly the same temperature range then it could be the engine-temperature sensor (also known as the NTC2 sensor) that is to blame. The part number for that is 944 606 125 00, and it currently costs £32 plus VAT from Porsche. If not that, then maybe the air-intake temperature sensor inside the air-flow sensor. Unfortunately if it does turn out to be that then you will either have to replace the air-flow sensor complete, or else have it reconditioned. (A new unit - part number 951 606 121 01 - costs £573 plus VAT from Porsche.)*

*If you have no joy finding the fault then I would replace the NTC2 temperature sensor first. Good luck, anyway!*

**944'S OIL LEAK MIGHT BE AN EASY FIX**

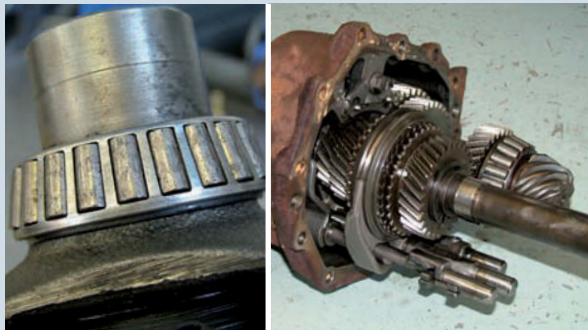
My wife's 1991-model 944S2 Cabriolet has started to lose quite a lot of oil from the region of the two output shafts on the rear-mounted transmission. I know enough about cars to guess that it's the rotary-shaft seals that are at fault, but I would appreciate some advice on fitting new ones. It looks like it's a relatively straightforward task, but am I merely deluding myself here?

**Michael Dove, Manchester**

**Chris Horton:** *This should – and, indeed, can – be a fairly easy task. (But see also the next paragraph but one...) Drain the transmission – assuming, of course, that you can undo not just the drain plug but also the filler/level plug. Detach the drive shaft(s) by removing the six cap-head screws passing through each inner constant-velocity joint (ideally you will fit new screws later; they cost £1.06 each plus VAT from Porsche), and then undo the single 17mm screw passing through the centre of the output-shaft flange. Those six small screws have rather fine internal splines in their caps, by the way, so make sure the relevant key is tapped fully home to prevent slippage and subsequent damage to them. An impact wrench will help undo the 17mm screw, if you have access to one (and there are some very good battery-operated ones on the market now), since it means that you probably won't have to find some way of preventing the shaft turning.*

*Pull out the output-shaft flange, and then, using either a special hooked oil-seal extractor or a suitable screwdriver, gently lever out the affected seal. Clean the recess in which the seal sits, and using a piece of wood and a heavyish hammer drive the new seal in, making sure it sits squarely. (From Porsche, new seals will cost around £20.78 per pair plus VAT.) Lightly grease the output-shaft flange to help avoid damaging the inner lips of the seal as you slide the former back into position. Torque the centre screw to 42Nm, and each of the small cap-headed screws passing through the CV joint to 25Nm. Finally, don't forget to refill the transmission with the correct grade of oil – 75w-90.*

*So far so good. Unfortunately, however, at this stage in the game there's a fairly high probability that the reason the seal(s) is/are leaking is due, at least in part, to slight up-and-down play in the final-drive bearings, in which case fitting new seals can only ever be a short-term measure. And to replace those bearings means not only removing the transmission from the car, but then extracting from the casing both the gearset and then the differential. In truth, even that is not impossibly difficult, but clearly something that you may not wish or even be able to tackle at home. As usual in these circumstances, then, I would suggest that you seek further guidance from a good independent specialist, who will inevitably be better placed to advise on your car's specific requirements.*



It's all very well replacing your transaxle car's output-shaft oil seals, but leaks may be a sign that the bearings behind them (above left) are worn. That will mean removing the transmission, and then the gearset (above, right) and differential. All do-able with care, though

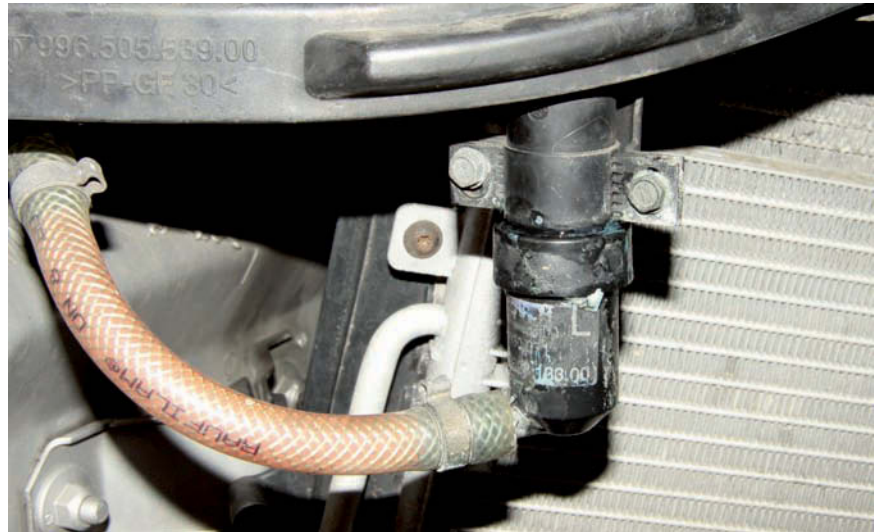
**996 'COOLANT' LEAK COULD JUST BE A RED HERRING**

I keep seeing what looks suspiciously like a small area of dried-out coolant beneath the left-hand front corner of my 2003-model 911 Carrera 4S, after it has been parked for a few hours. I have on each occasion checked the level in the header tank in the engine compartment, which was initially a little lower than it should have been, but now appears to be entirely stable. Might I have a leaking radiator? Or does this sound like the beginning of a potentially more serious problem?

**Paul McGlashan, Liverpool**

**Chris Horton:** *There is really only one way to find out, and that is to take off the front bumper moulding, itself held on by a collection of cross-head screws along its upper and lower edges, together with a rather more awkward one inside each wheelarch liner, behind the side marker light. (A word to the wise: buy a full set of new screws and matching threaded inserts before you start. Chances are, particularly given the age of your car, that the originals will be surprisingly badly corroded. Your Porsche Centre, or a good independent, should be able to supply the whole lot for around £10, and they will make a big difference to how well the bumper fits when you come to replace it. You will probably enjoy the job a lot more, too.)*

*I suspect, though, that it will probably turn out to be the headlamp washer mechanism that is leaking, in which case you will need a new one of those, too – they cannot be satisfactorily repaired. Cost is currently £116.68 per side plus VAT (which, annoyingly, isn't a great deal less than you'll pay for a radiator), and with the bumper off it is easy enough to fit. Do make sure, though, that the supply pipe is first pushed fully home and then secured with a suitably small hose clip, and if it has become hard and brittle perhaps fit a new length of pipe, too. Either way, do be careful not to crack the new washer assembly in the process – the plastic is quite delicate.*



Project 996 once suffered exactly the same symptoms described above; Horton knew the photo he took then would come in handy one day! You can certainly see how a leak from the headlamp washer might be blamed on the adjacent cooling radiator

**986 BOXSTER'S IGNITION-SWITCH WOES**

I have a problem with my 2002-model Boxster 'S'. Whenever I remove the ignition key and open the door to exit the car I get a message from the display on the instrument panel: 'Ignition key not removed'. I have tried putting the key back in, and then switching the engine on and off again, but still the same message appears. I end up being unable to lock the car when I leave it, which is obviously not a desirable situation.

**David Agar, London**

**Paul Stacey, Northway Porsche:** *This is an increasingly common fault in both the 986-model Boxster and the obviously very similar 996-model 911, and has a number of possible causes and effects.*

*The ignition switch, as you can probably guess, is made from plastic. The internal contacts break up and make the key difficult to turn in the barrel, sometimes to the point that the key cannot even be removed from the lock. At other times you get poor and/or intermittent conductivity between the contacts, and that can cause some ancillaries not to work – windows and windscreen wipers, for example, and perhaps the headlights. Sometimes you may not even be able to start the engine.*

*The switch is readily available from Porsche, but has been superseded by a later and seemingly improved component (currently £91.84 plus VAT), which unfortunately also requires the new and*

*updated ignition-barrel yoke supplied with it. That is quite labour-intensive to fit (typically three hours from start to finish), but the good news is that Euro Car Parts ([www.eurocarparts.com](http://www.eurocarparts.com)) supplies a direct replacement for the original, early-type switch alone for around £40, and that should take well under an hour to install. Another one for a 911 & Porsche World how-to, I think. (Yes, most definitely!) – CH)*

*Boxster and 996 ignition keys haven't been without their problems, but now it's the switches in the dash, behind the lock, that are starting to give trouble. Can be an easyish fix, though, with the right replacement parts; see text above*



## FASCIA PEPPERED WITH DEBRIS?

I own a 2003 986-model Boxster 2.7. It has a relatively low mileage (30,000) for its age, and is routinely kept in a cool but dry garage when not in use. During the last few weeks I have started to see tiny particles of what looks suspiciously like grey plastic foam settling all over the fascia and centre console. They appear to be coming out of the fresh-air vents. Is it possible that something has been sucked in to the system, and then shredded by the fan blades? If so, how might I get it out again? I can imagine that it wouldn't be easy to gain the required access.

**Donald Massingham, Hull**

**Chris Horton:** *It is highly unlikely that your car's heating and ventilation system has ingested some foreign body. The pollen filter, just below the windscreen, should see to that - unless, of course, it has been removed and for some reason not replaced. Even then it is difficult to imagine what might have been able to work its way through the ducting, and not least the blower fan, without causing some fairly extensive damage in the process. I did some on-line searching on your behalf, though, as well as talking to a couple of independent specialists to corroborate the almost inevitable forum nonsense, and the general consensus seems to be that what you are seeing are bits of the foam-rubber edge seals originally stuck to the heater's various internal control flaps.*

*What you might be able to do about it is another matter entirely. It would, indeed, be a long (and thus costly) job completely to dismantle the ventilation system to get at all of the affected areas and replace the seals (assuming you can obtain them individually, of course), and almost certainly not remotely worth the effort. So I suggest, without being flippanant, that you try to live with it. Periodically switching the blower to full thrust, as it were, and carefully poking a vacuum cleaner nozzle into the outlets should help to speed up the removal of the remaining fragments, and while you might thereafter see a slight reduction in the system's overall performance, due to the degradation or even complete absence of the seals, and the subsequent increased leakage of air past the flaps, that too is something you probably just need to accept. Even thus partially disabled the heater and blower should be more than efficient enough to cope with all but the severest conditions.*

*Meanwhile, of course, try not to have the vents positioned so that they will blow any detritus into your face, and particularly into your eyes. I have a classic Rover saloon that tends to do precisely that when the now nearly 50-year-old blower is switched on and the face-level vents opened, and needless to say it is both intensely painful and potentially quite dangerous!*

## CAYENNE'S 'BIDET' WON'T WASH...

My 2005 Cayenne Turbo has lost what I believe some second-hand car dealers rather quaintly call its 'bidet' - the wash facility for the rear window. I have checked the level in the fluid reservoir, and I can hear the usual faint whirring sound from the pump when I operate the switch on the steering column, but nothing comes out of the nozzle - not even a dribble. Any ideas?

**Edward Sothcott, Gloucestershire**

**Chris Horton:** *We are assuming - of course - that the nozzle is clear of any debris. Partly because that's such an obvious thing to check, but primarily because the Cayenne has become notorious for the feed pipe to the rear wash becoming disconnected, usually where it runs through the headlining above the rear part of the load space.*

*Refitting the pipe is in principle quite easy, but as you have probably realised means very carefully pulling down the rear end of the complex headlining moulding, and then finding someone with hands small enough to get inside - so frankly my advice would be to find a specialist who has done it at least once or twice before. That shouldn't be too difficult, given how common this issue has become, and the job should require only about an hour's labour.*

*Meanwhile, do try to remember not to use the rear wash facility. The fluid will still be squirting out of the free end of the pipe, and not only eventually collecting somewhere in the nether regions of the cargo area but also soaking into - and possibly permanently staining - the headlining.*

## 996 DOOR GLASS AND HANDLE OUT OF SYNCH

I have a problem with the door handle and/or window mechanism in my 2003-model 911 Carrera 4S. As you know, all of these cars have a system that lowers the glass very slightly as you open and subsequently shut the door, in order to allow the window to clear the upper portion of the sealing rubber. Unfortunately, however, mine appears somehow to be out of synch. The window obediently drops, as required, whenever the door is opened, but invariably fails to do so while it is being closed. I have to lower the window manually using the switch on the centre console, shut the door, and then manually raise the window again. This is understandably quite annoying, so I do hope you can help.

**John Gravestock, Leicester**

**Paul Stacey, Northway Porsche:** *The electric windows in the 996 (as well as in the Boxster and Cayman and their 997/987 equivalents) are controlled via the vehicle's main alarm-system module.*

*When the door is opened a micro-switch linked to the handle mechanism sends a signal to this module, which in turn tells the window motor to drop the glass, via the so-called comfort control, by approximately 8mm. If the micro-switch in the door becomes stuck, or is otherwise faulty, then the window will still drop the required distance while the interior and/or exterior handles are operated, because they both have separate micro-switches, but when you release the handles the alarm module believes that the door has been shut.*

*For this reason you need to be particularly careful about leaving the keys inside the car while this fault persists, because if you unlock and open the door and the alarm module doesn't realise what has happened, then the car will lock itself again after a period of one minute. So always turn the ignition on and then off again before shutting the door. This should prevent the car locking itself, potentially with the keys inside.*

*The new door lock that you will need to cure this fault currently costs £119 plus VAT from Porsche, and should take a good specialist no more than about an hour to fit. With luck, then, you should be able to have the whole job carried out for around £200 all in.*



*Frameless side glasses need to drop by about 8mm as you open and close the doors. Faults such as that described here will probably need a new lock assembly*

## CAYENNE TURBO'S COOLING-SYSTEM OIL SLICK

I seem to be having on-going cooling-system problems with my 2003-model Cayenne Turbo. They began about six months ago, when the coolant-level warning light came on. That led to the discovery of engine oil in the coolant, and that, perhaps not surprisingly, to a diagnosis of a failed cylinder-head gasket(s). The car went to a Porsche specialist, who replaced both the head gaskets, and also the radiator. The heads were pressure-tested and found to be good.

All seemed well for a few weeks, but then when I was routinely checking the coolant level I found what looked worryingly like yet more engine oil in the header tank. The car went back to the same garage, where the cylinder heads and this time the new radiator were again pressure-tested, but no fault was found. Next, they wanted to replace the two turbochargers to see if that made any difference, but given the huge cost of that exercise, with no guarantee of a conclusion one way or the other, I simply brought the car home again. Could the cylinder block be cracked, do you think?

**John Tasker, Minneapolis, USA**

**Chris Horton:** *You haven't given our team a huge amount of information to work with (you don't say if, or how badly, the engine overheated, for instance, assuming it really did run any hotter than normal), but beyond that rather perplexing subsequent decision to replace the turbos on a sort of suck-it-and-see basis, your garage seems to have done most of the right things.*

*The general consensus among our independent experts, then, is that while there may, indeed, be what looks like an oil film on the surface of the coolant, it won't necessarily be anything to worry about. It is often very difficult to clean oil residue out of the cooling system, and you may have to flush it through with a cleaning compound and fresh water as many as half a dozen times, before (obviously) refilling with the correct grade and quantity of water and anti-freeze, or better still the Porsche-approved pre-mixed coolant.*

*Needless to say, you are a bit too far away for us to be any more specific than that, and I don't wish to sound too facetious, but maybe you also need to find another Porsche specialist with a deeper understanding of the Cayenne's V8.*

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**Modern Porsche Sales.** We have supplied a variety already this year, some from stock but many sourced. If you are looking to purchase any model of modern Porsche it is worthwhile speaking to Richard about sourcing or order. This can be a very effective way of getting the right Porsche, from and including brand new models. Not just 911, it is all models. Cayenne and Panamera too. Current stock includes some very nice examples, Cayenne Hybrid (rhd 2012), 997 C4S Coupe 2008m/y (low mile rhd), 997 Turbo manual 2007 (v/l/m rhd), Cayenne 06 56 (l/m rhd), 996 C4S Cab (l/m rhd), 987 Boxster (selection l/m rhd), 986 Boxster (some real gems in here RHD), 997 C2 Coupe rhd l/mile. The modern Porsche market moves pretty quick so please call me, Richard Williams for the very latest.

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WITH 911 & PORSCHE WORLD'S CONSULTANT EDITOR, CHRIS HORTON

## 986-MODEL BOXSTER 'S' ■ 2001/'Y' ■ 61,726 MILES ■ £8290

It's hard to fault Paul Noon's logic. 'Why buy a cheap 996,' suggests the proprietor of Sussex-based Mortimers Prestige, 'when for less money still you can have a Boxster as good as this?' Absolutely.

Even given the M96 engine's catastrophic – but not necessarily fully deserved – reputation, an eight-grand Carrera is almost certainly going to be a pile of poo. Invest it in a vehicle such as this, though, and you will have something that can cut it with the best of them.

There is no reason to expect that a 986 should be any more durable than a comparable 996, of course. But the fact is that it almost certainly will be. Maybe it really is just the 3.4-litre engine that is a complete turkey.

Or perhaps Boxster owners treat their cars more kindly. Either way, this one passes with flying colours both the six-second test – I believe that almost anyone can quickly tell whether a given car is *really* worth buying – and then a much more detailed examination. Indeed, I nearly bought it myself, even before I had driven it. (And I agree that an initially 'cheaper' car will end up costing me more than this one as it stands now, without ever regaining the same condition. But then for me there is little point in a project needing no remedial work.)

First registered in May 2001 (thus placing it outside the grasp of the CO<sub>2</sub>-based VED bands introduced later that year), the car has had four owners – each of whom, I'm guessing, cherished it and looked after it accordingly. There's not a lot in the way of (recent) service history, apart from a stack of corroborating MoTs, and few bills beyond one for a replacement air-mass sensor (although it looks like the wheels have been expertly refurbished quite recently), but sometimes, like I say, you just *know* that any necessary work has been taken care of.

It's not the most lavishly equipped of cars, either. Arctic Silver, Metropole Blue, six-speed manual, air-con, and a simple radio/CD player. So one of thousands built around then, probably. Front and rear lid releases are the later electric type, instead of the old-style levers on the driver's sill, but it would be another year or so until the hood gained a glass rear window. (This plastic panel, as I remembered just in time, needs help to fold without creasing, but seems so far to have suffered no serious damage.) The only obvious options are the chunky

quartet of (original Porsche) parking sensors on the rear bumper and, no less usefully, the Perspex wind deflector between the hoops of the roll-over bar. It's nice to see those old-style orange indicators, too, which for all their supposed dowdiness add a welcome splash of colour.

Condition-wise, it's all as good as I hope my photos suggest. The front end has a number of tiny stone-chips, but thanks to the silver paint you have to look closely to see them – and their presence reinforces the car's pleasing originality. Apart from that, and a minute chunk out of the orange plastic at the base of the right-hand front indicator (which, given their ready availability second-hand, should cost no more than literally about £25 to replace), it's all pretty well faultless.

The seats have no more than a faint patina, and the carpets throughout are pristine. The alloy-look trim at the base of the gear lever is a bit tatty, but that would be easy to replace. The hood shows a few signs of wear, but the plastic rear window, as I've suggested, remains surprisingly good. You might also want to investigate why the right-hand side glass is slow to drop the required 8mm as you lift the door handle – see Q&A in this issue – but, really, that's about it. The car even has its two original electronic keys, both working properly.

Tyres – 'N'-rated Continentals all round; another sign of a cared-for car – are 75 per cent worn at the rear, and 50–60 per cent up front, and both discs and pads are good for many more miles. The air-con radiators are clean and dry, with no leaves jammed against them, and the same system's under-floor pipework, next to the right-hand front jacking point, is undamaged. Even the underside of the mid-mounted and supposedly leak-prone engine is bone-dry – and it both sounds and performs as well as any 3.2 I've driven in the last 13 years, with the same exemplary response from the suspension, steering and brakes. Nice. No, very nice!

So what are you waiting for? The road tax will be running out by the time you read this, and the MoT won't have long to go, but I can't imagine that a new certificate would be more than a formality. Summer's coming, and even if it's as grim as last year's this will be a reassuringly inexpensive but still remarkably stylish Porsche in which to take full advantage of a break in the clouds. **PW**

### CHECKLIST

**Background:** Quite a basic 986 Boxster 'S', still with its original 'fried-egg' headlamps. Four owners, relatively low mileage, some history, and although not perfect is in practical terms little short of it. Registration number is part of the deal

#### Where is it?

Mortimers is a web-based independent ([www.mortimersprestige.co.uk](http://www.mortimersprestige.co.uk)) but proprietor Paul Noon, who is clearly keen on older Boxsters, has premises in Pulborough, West Sussex. Call him on 07831 266699 or 01798 872373, or e-mail him at [paul.noon11@gmail.com](mailto:paul.noon11@gmail.com)

**For:** The obvious things, really – including what we now tend to forget is still a very high level of performance and handling – but primarily condition and price, and not least a relaxed, no-pressure buying experience from an obvious enthusiast.

Timeless colour scheme, too; a genuine future classic

**Against:** Truly, very little that we can think of. The engine might still go bang, but at this price even we would be prepared to take that chance

**Verdict:** A good, honest, no-frills but hugely entertaining modern Porsche that, with continuing care, could be good for another 100,000 miles or more. Seriously, we liked it enough to have considered buying it ourselves



### Value at a glance

Condition	✓✓✓✓✓
Price	✓✓✓✓✓
Performance	✓✓✓✓✓
Overall	✓✓✓✓✓

✓ Poor ✓ Fair ✓ OK  
✓✓✓ Very good ✓✓✓✓ Excellent

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# TRIED&TESTED

WITH 911 & PORSCHE WORLD'S CONSULTANT EDITOR, CHRIS HORTON

996-MODEL 911 GT3 'S2' ■ 2004/04 ■ 29,918 MILES ■ £39,950

Another day, another dollar. Another month, and another GT3, this time a Comfort-spec Mark 2. And a gem of a car that is surely priced to sell very soon. New in March 2004, it has had just three clearly caring owners, who have managed not only to keep the mileage below 30,000 but also – or so it would appear – to resist the temptation routinely to hoon it round the UK's circuits. Hendon Way Motors' Anthony Pozner suggests it's one of the best 'unmolested' 996 GT3s of either series still available, and having myself driven many similar cars, both original and modified, I am happy to agree.

Colour, as you can see, is Atlas Grey, with silver-finished wheels. The rear wing is the standard S2 device – thought by many to be slightly less pretty than the earlier model's equivalent – and I am happy to report that there is no sunroof. Inside, you get Black leather, with wraparound, fixed-back bucket seats, and inertia-reel seat-belts in eye-catching red. There are no rear seats, and likewise no roll-cage (and no sign of any previous installation). The steering wheel is the standard three-spoke affair with an airbag, and ancillary equipment runs to air-conditioning, electric mirrors (and windows, of course), and not least a CDR23 radio/CD player. As a later-model 996 this car also has both an opening glovebox in front of the passenger, and electric switches for the front and rear lid releases. (And those distinctive teardrop headlights, of course.)

Condition inside and out, if not quite perfect, is as close to that desirable state of affairs as makes no difference. There are the usual tiny marks on the front bumper, and some unfortunate but no less hard-to-avoid small chips on the rear edge of the driver's door, but that apart the paint is like glass – and you might be pleasantly surprised by just how good that dark grey looks. The low-slung lip spoiler – which is impossible not to scrape, sooner or later, and best regarded as a kind of 'sacrificial' element – seems remarkably tidy, so maybe it has been replaced recently. The air-con condensers are dry, without too many leaves jammed in them, but the centre radiator looks (like many, these days) a bit gnarly. The only other body 'issue' is the moulded sill covers, the rear ends of which have started to pull away from the underlying metalwork, but I can't see that being a major problem.

Inside, the cabin looks – and smells – clean and fresh, with practically unmarked seats, fascia, door cards (apart from some tiny blemishes on the passenger's side) and Alcantara headlining; no scuffs on the sill trims, either. The lower right-hand corner of the cover over the passenger's airbag is standing slightly proud of the fascia, and the removable part of the cigarette lighter looks like it came out of a Ford Mondeo, but again I can't see either being an insurmountable obstacle. Ditto what looks like the very faint staining on the lower part of the driver's seat-belt, presumably from contact with dark-coloured trousers. The glovebox is pristine – many are not, sadly – and it's a similar story under the front lid, with clean, black trim, and such emergency kit as there is in any of these later 911s all present and correct. The battery is a newish-looking Unipart item, for the record.

Mechanically the car feels as tight as you would hope – and as far as I could tell on the camera-festooned North Circular Road. The engine starts easily from stone-cold, and within a few miles has warmed sufficiently to idle smoothly and quietly. No obvious issues from the transmission, steering or brakes, and the suspension copes manfully with the terrible road surfaces in this part of London. The steel brake discs and their friction pads all look pretty good – the former smooth, and visibly brighter after my brief drive than before it – and the wheels have only a few minor spider's webs of corrosion beneath the otherwise undamaged silver paint. Tyres are Michelin Pilot Sports, all four fairly new by the look of the remaining tread. Not much to see underneath – or not without yours truly getting soaked, anyway – but a squint beneath the engine shows it to be bone-dry, and unusually the various exhaust-system fixings to be almost entirely rust-free.

Paperwork? The (Porsche Centre) service history runs to June 2011 and 27,511 miles, so on a time basis, if not mileage, it will be due another visit quite soon. Brake-fluid changes and condition reports are up to date, too. There's no road tax, but the MoT runs to May, and Hendon Way will put it through another test before sale, in any case. Warranty is for six months, but that can be extended for up to two years, and to cover all the usual likely trouble spots – and which in a GT3 are generally far less than in a mainstream 996, anyway. Tempting, isn't it? **PW**

## CHECKLIST

**Background:** A three-owner, low-mileage, completely standard and most likely never 'tracked' Comfort-spec GT3 S2

### Where is it?

Hendon Way Motors is on the northbound side of the A41 at Hendon Central, north London, just a short walk from the Northern Line Underground station. Call 020 8202 8011, go to [hendonwaymotors.com](http://hendonwaymotors.com), or e-mail [sales@hwm.biz](mailto:sales@hwm.biz)

**For:** Condition, mileage, provenance, history, price.

And seemingly rarely, if ever, used on a circuit. Great colour scheme, too. Oh, and it's a GT3!

**Against:** Precious little. Has one or two truly minuscule cosmetic issues (see text), but really, that's about it

**Verdict:** Not, on the face of it, the most eye-catching of cars, especially for a model with such a strong motorsport background, but bear in mind all the other plus points and it's one of the nicest of the breed we've seen in a very long time



## Value at a glance

Condition	✓✓✓✓✓
Price	✓✓✓✓✓
Performance	✓✓✓✓✓
Overall	✓✓✓✓✓
✓ Poor ✓ Fair ✓ OK	
✓✓✓ Very good ✓✓✓✓ Excellent	

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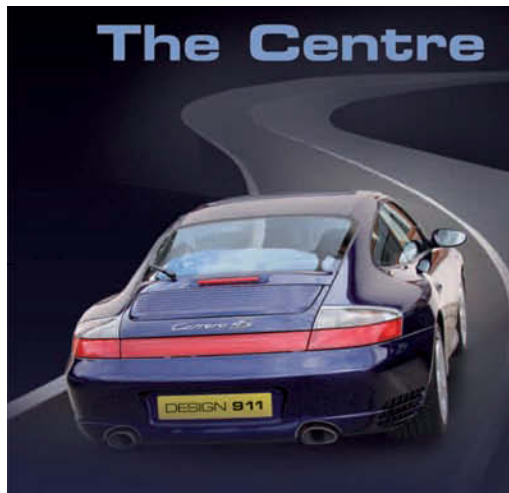
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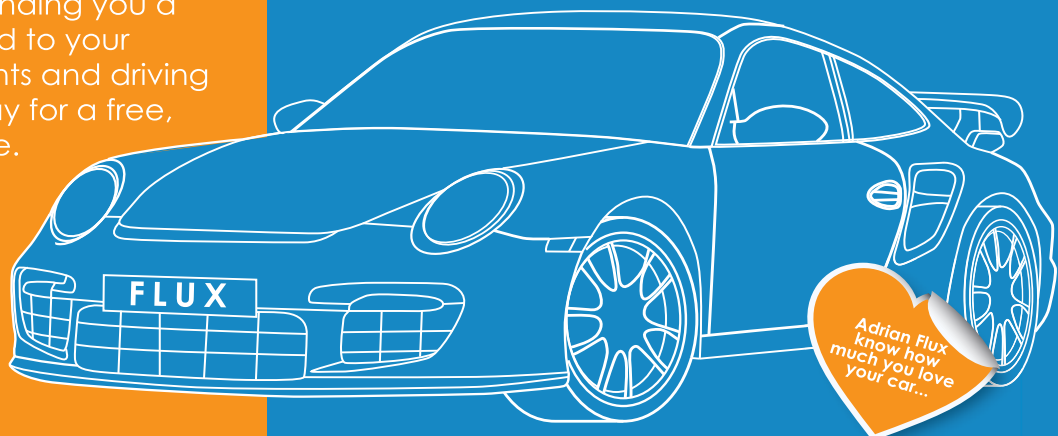
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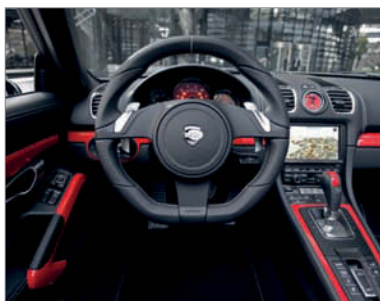
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