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# UP FRONT

It would be wrong to call this the cheapskate issue, but it's hard to ignore a coverline that 'shouts' £10,000 Porsches. Well, we all love a bargain, don't we?

It's an interesting juxtaposition. The news pages of this issue might be filled with the new 911 R, Porsche's eagerly anticipated, back to basics, manual road racer, which is sold out and will be commanding prices way above list for those cars that do come back on the market. Meanwhile, back in the real world of *911&PW*, we're at a rather different end of the market: The £10,000 and below end to be precise.

Yep, you can keep your 911 R, £10k Porsches are more our style. I must admit to being a little worried as to what was going to turn up to our gathering at the Longcross test track, but once

“ I wonder: Will this be the last time we will be featuring a £10k 911? ”

the invites had been sent out, the *911&PW* crew entered into the spirit of things – firstly by means of a lively (!) round-robin email debate and then by putting money in place of mouth and sourcing their £10k machines of choice. And what a selection, although I do wonder whether this will be the last time we will be featuring a £10k 911?

Whatever, there wasn't a duff car there and proof that Porsche motoring can still be cost-effective. However, while we are here to inspire and talk up our collective Porsche passion, it would be remiss of us not to acknowledge that you can spend too little on a Porsche and then be faced with some fairly ruinous expenditure to bring it back to form. A word to the wise: Buy wisely, but don't buy a complete shed.

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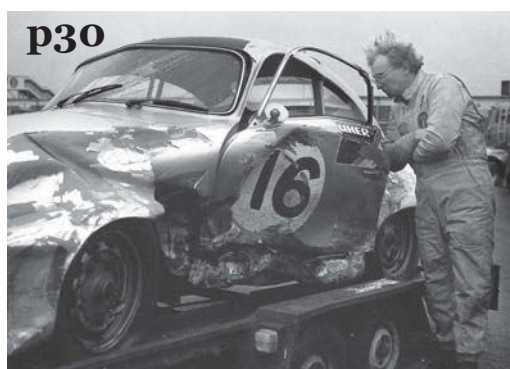


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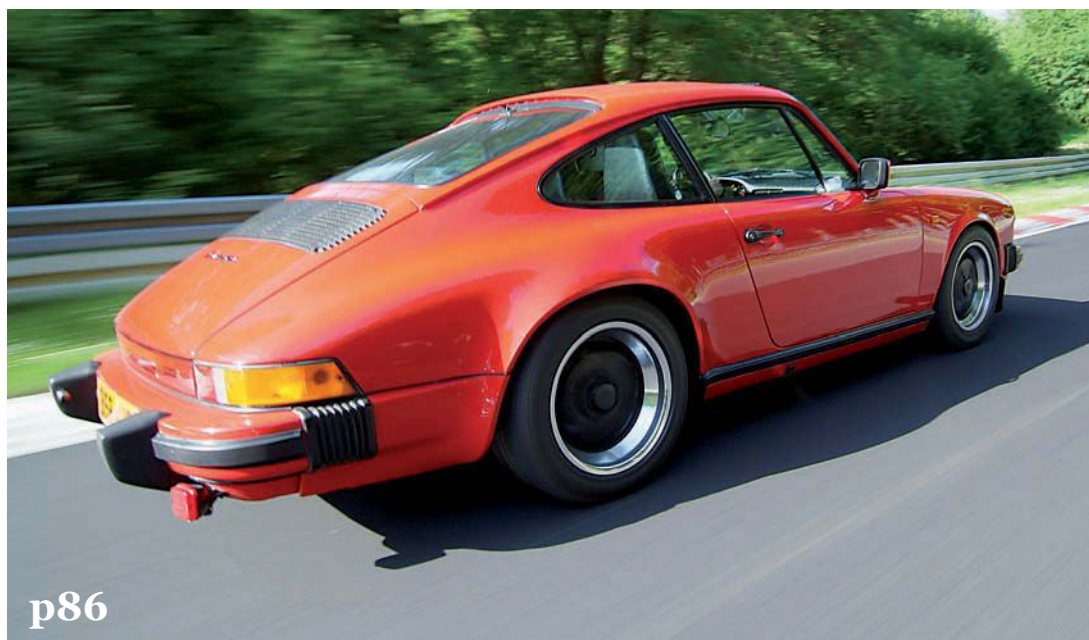
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ALL THE PORSCHE NEWS AND VIEWS

# NEWS

Porsche launch the 991 R; manual gearbox mooted for future GT3; Porsche Classic Centre Swindon opens; Paul Stephens' narrow bodied classics; Porsche reveals 'beating heart' of V4 Le Mans engines; Kremer reboots classic racer



## 911 R GOES BACK TO BASICS

'Porsche for purists' packs atmospheric GT3 RS engine and six-speed manual gearbox

For once the rumours were true. The 911 R is official and if anything this new 'Porsche for purists' looks even better than we hoped for thanks to the surprise inclusion of the monstrous 4.0-litre atmospheric engine from the latest 911 GT3 RS.

However, arguably the 911 R's defining feature is its new manual gearbox. Like the GT4 and Boxster Spyder, there is no dual-clutch PDK option. According to Andreas Preuninger, head of Porsche's Motorsport division and otherwise known as 'Mr. GT3', the 'box' is based on the PDK-S transmission casing from the current GT3 and GT3 RS.

For the R, the ratio count has been capped at six gears. Preuninger reckons the seven-speed manual gearbox used in the standard Carrera can become confusing when driving at maximum attack. "I think a seventh gear would only harm the experience," he says. Perhaps in response to criticism of the tall gearing in models like the Cayman GT4, it's a short-ratio 'box, too. The first four ratios are said to be the same as the PDK-S box in the RS. Fifth and sixth are taller to fill in the gap created by discarding seventh gear.

Attached to that new transmission is

the big surprise of the R package. Most rumours indicated a detuned version of the GT3's 3.8-litre, 475bhp motor. Instead, Porsche has fitted the 4.0-litre engine from the RS, all 500 metric horsepower of it or 493bhp in old money. It's a naturally aspirated motor, of course. So that figure arrives at a towering 8250rpm.

On the chassis side, it's all GT3 and GT3 RS derived. So that's 20-inch centre-lock wheels (notably not the massive 21-inch rears from the RS) and the rear-wheel steering system that debuted on the GT3. If the rear-wheel steer system seems

The purist's 991. The R weighs in at just 1370kg and packs 493bhp from its 4-litre RS derived engine. Weight and slippery aero allow the R to top 200mph and hit 62mph in 3.8 secs. Weight saving extends to carbon-fibre front wings and a lack of sound deadening





## 'R' IS FOR RACING

Remembering the lightweight racer that inspired the new 911 R

At least, it used to be back in 1966 when the original 911 R was conceived. The aim was simple enough. To create a racing 911 with superior power-to-weight than competing race cars. The outcome? Something very special.

The headline figures include 210hp from a mere 2.0-litre flat-six engine, a kerb weight of just 800kg and a zero-to-62mph sprint of 5.9 seconds. The engine output was achieved courtesy of some very exotic engineering for the time. Dual ignition and titanium connecting rods allowed for peak power at fully 8000rpm.

As for that incredible 800kg kerb weight, Porsche went on an all-out assault. The front lid, front wings, doors and bumpers were made of glassfibre reinforced polymer. The windscreen glass was just 4mm thick, the side windows 2mm Plexiglas. Inside, two of the five instruments, the ashtray and cigarette lighter and even the front passenger's sun visor were goners. All told, the R shaved fully 230kg off a standard production 911 S of the day.



dubious given the purist remit, Preuninger's line is that it's critical to the R's agility. They tried the R without rear-wheel steer, he says. "It handled like a truck." Either way, the springs and dampers are carried over from the RS, albeit with slightly softer valving. That ties in with the R's more detailed remit. It's a car designed to deliver on public roads, leaving ultimate track performance to the GT3 RS.

Cosmetically, the R looks like a type-991 911 GT3 minus the rear wing. In other words, not a member of the recently revised Type-991.2 family of 911s. Look closer,

however, and you'll spot subtle differences. With the loss of the GT3's rear wing, the R's aero had to be re-worked with a new diffuser under the rear axle and a re-profiled front lip. Other highlights include the RS's exotic magnesium roof panel and carbon-fibre front wings that are unique to the R. Both are part of a broader weight saving regime that also sees further sound deadening material removed compared to the GT3 RS. Inside, the R is pared back, including plastic rather than leather-clad dash and doorcard panels. All told, the R weighs in at 1370kg, or 50kg lighter than the

GT3 RS. Same power, less weight, then. The net result is a sprint to 62mph in 3.8 seconds and a top speed of 200mph on the nose, some 7mph faster than the RS.

Price-wise the R is listed £136,901 including VAT, which positions it just above the GT3 RS and below the Turbo S. But there's a snag. If you haven't already had your order confirmed, you almost definitely can't buy one. The R is being produced in a strictly limited run of 991 examples. Our understanding is that all are sold. This Porsche for purists, then, is also a Porsche you cannot buy.





## MANUAL GEARBOX RETURNS FOR NEXT GT3

'Mr GT3' reveals future high performance specials at the Geneva show

"It would be completely stupid to restrict the manual gearbox to the 911 R." So said none other than Andreas Preuninger, head of Porsche's Motorsport division for the last 16 years and the man responsible for a proud legacy of Porsche GT cars, at the Geneva motor show.

Limited to 991 units and already sold out, the new R arguably isn't terribly relevant to your average Porsche buyer. But taken with the recent GT4 and Boxster Spyder, both of which were also powered by atmospheric engines and available only with manual gearboxes, could it be a sign of things to come?

"If the reaction is as strong as we believe, we have to find a way to produce a car like that in future models without an R badge," Preuninger said. But where would such a model fit in the range? "I really think there is a good chance we will see the manual gearbox in the next GT3," he said. But the 911 GT3 RS will remain paddle shift and PDK-equipped.

In other words, Preuninger sees his GT cars splitting into two distinct lines. One for what he calls 'track rats' interested in maximum performance and minimum lap times. The other group you might call road-going purists who prize involvement and fun above all else. If the two lines will likely receive distinct transmission options, with engines Preuninger sees more common ground. "On the GT models we want the six cylinders, the atmospheric engines," he said, emphasising that his cars, bar the traditionally turbocharged GT2 model, would retain natural aspiration, "for the foreseeable future."

That includes, very possibly, a sequel to the smash-hit Cayman GT4, despite the fact that mainstream Cayman models are just about to jump from atmospheric flat-six to turbocharged flat-four motors. "Based on the huge success

we had on the GT4, you can imagine we won't ditch that project. The next generation might get a GT4 as well."

So there you have it. The demise of both the manual gearbox and naturally aspirated sports car engines at Porsche has been greatly exaggerated. But there is a possible catch. Preuninger also revealed a little bit about the process by which his cars are signed off by the board at Porsche. The point is that when Preuninger speaks about Porsche having to find a way to make cars like the R more widely available, you get the feeling his message is as much for senior suits at Porsche as it is for Porsche enthusiasts.

Mr GT3 himself, Andreas Preuninger. He and Porsche have had a bit of an about turn when it comes to the GT3 and the manual gearbox. Hurrah, we say



## OUR TAKE

### IT'S ALL ABOUT AVAILABILITY

So the new 911 R 'for purists' has arrived. The man in charge of developing Porsche's high performance specials, Andreas Preuninger, has openly said that 'something was lost' with the latest generation of GT cars, that Porsche has been listening to its customers. The result is the back-to-basics 911 R with its emphasis on involvement and fun, rather than technology and lap times. Cue much rejoicing?

Not so fast. The problem with the 911 R is that you can't buy one, even if you can afford one. The 991-unit production run was sold out before the car was even officially announced. In the UK, having a good relationship with your dealer was the key to 911 R access. In the US, they all went to members of an official VIP programme. The cynical view would be that by the time you've subtracted the examples that end up unused in large collections and the cars that are rapidly flipped on the second hand market for a profit, you're not left with many that went directly into the hands of Preuninger's so-called purists. Put simply, for the notion of Porsches for purists to be credible, the cars have to be more widely available than the unobtainable new 911 R.







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Porsche Centre Swindon wheeled out a very tasty selection of Porsches both classic and modern, and in a variety of fashion colours, for the opening of its Classic Partner Centre. We particularly like the 996 GT3 in Viper Green and the 993 in Riviera Blue, complete with Fuchs wheels. And doesn't the Carrera GT look like a different car altogether in Guards Red?

## DEREK BELL OPENS SWINDON CLASSIC PORSCHE CENTRE

Porsche Centre Swindon celebrated its recently acquired status as one of just four Porsche Classic Partner Centres in the UK courtesy of an audience with legendary racer Derek Bell. The event was held at Porsche Centre Swindon's extensive new showroom facilities on 8th March and featured a stunning display of blue chip Porsche classics, both modern and ancient.

Bell regaled the the 400-strong audience with highlights from his epic racing career, including five Le Mans wins, and his long-time love for all things Porsche and especially for a certain breed of front-engined Porsche. No doubt not by coincidence, greeting guests on arrival was the very Porsche 924 Carrera GTS that Bell himself owns.

Swindon's new status as a Classic Partner Centre is part of Porsche's broader effort to hook in to the burgeoning classic market. As we reported previously, each Classic Partner Centre will have an area dedicated to classic servicing and offers technicians who complete training developed specifically for classic car care. The centres are also equipped with special tools and model-specific repair instructions relevant to older sports cars. The idea is to deliver a uniformly high standard of quality and service for classic Porsches.

To find out more, we caught up with Swindon dealer principal Richard Davies at the event. For Swindon specifically and the Dick Lovett group in general, it was a natural move to join the Classic Partner programme, Davies says. "The Dick Lovett group has always been involved with classics, that's the heritage of our group,"

he explains, "and our technicians love working on older cars." Well, that we can certainly understand.

As to why owners of classic Porsches might prefer to use an official centre rather than the UK's network of independent service providers, Davies reckons the Classic Partner status means that now more than ever Swindon has, "that link with the factory – the training, the direct parts supply. It makes for real credibility when dealing with classic models."

As for the display cars wheeled out for the evening, it was a breathtaking exposition of wall-to-wall Stuttgart unobtainium. A Guard Reds Carrera GT rubbed shoulders with the aforementioned Bell 924 GTS in the main showroom, along with a near priceless 550 Spyder, a delightful 2.4-litre 911 S and a 3.0-litre RS.

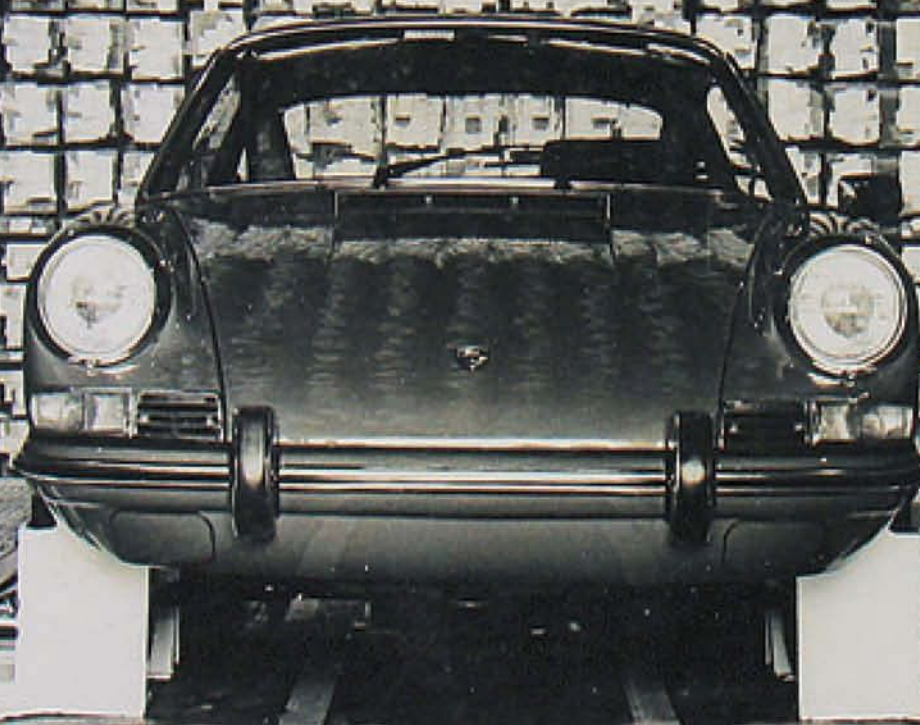
An adjacent showroom housed some modern classics including the new Type-991 GT3 RS and its GT3 sibling, along with an extensively refreshed Type-993 Carrera 2 in striking Riviera Blue with Fuchs-style alloys. More delights were to be found in the workshop, including an absolutely box-fresh 3.2 Carrera Club Sport.

For the record, 'classic' status currently includes all Porsches up to and including 996 and 986 models. It is, however, a rolling definition. When the existing 911, Boxster and Cayman models are phased out, models like the 997 and 987 will then graduate to classic status.

To find out more about the new Classic Partner Centres in general and Porsche Swindon in particular, head for [porscheswindon.co.uk](http://porscheswindon.co.uk) or call 01793 615888.







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New PS Autoart narrow body 911. Pic doesn't do the quality of this justice, but we will be running a feature very soon. All steel body uses genuine Porsche panels. Interior is retrimmed and switchgear is machined aluminium. Engines range from 270bhp 3.2 litres to 290bhp and 3.4-litres on injection throttle bodies



## PAUL STEPHENS' NEW NARROW-BODY SPECIALS

Paul Stephens has added a new range of models to his PS Autoart series of restomods, the PS Classic Touring Series 2. This time around, the emphasis is on maintaining the dainty purity of the earliest narrow body 911s.

The cars are available in both coupé and Targa body styles and are designed to faithfully capture the style and ambience of the 2.2-litre and 2.4-litre 911 models from the early 1970s. Genuine period body panels are used to create the slim-hipped look. Inside, Stephens says the same attention to detail in achieving the timeless style of early 911s has been applied. Highlights include optional basket-weave leather inserts for the dash, doorcards and seats, plastic switches replaced by machined aluminium and an integrated, retractable iPhone dock. Moreover, the updates make for a classic evocation that's also a thoroughly practical car, fit for everyday, year-round use and even offers 12,000-mile service intervals. Despite all that, there's some serious hardware under the skin. Engine options are a 3.2-litre cranking out 270bhp or an even more muscular 290bhp 3.4-litre lump. Modern Porsche brakes, Litronic headlights and a limited-slip differential all contribute to contemporary levels of performance and usability. PS Autoart offers a huge range of further options and customisations on every car. To find out more, head for [psautoart.com](http://psautoart.com) or call 01440 714884. Look out for a full drive very soon.

## MULTIMEDIA UPGRADES FOR 2017 CAYENNE

With an all-new Cayenne still some time away, Porsche has introduced a revised model year 2017 version. The big news is a multimedia upgrade to the latest build of PCM or Porsche Communication Management.

Already seen in the latest 911 and 718 Boxster models, the new PCM system brings a range of upgrades. There's a higher-resolution 7-inch touchscreen for starters, now with smartphone-aping gesture input and a proximity sensor.

The whole user interface has also been refined and connectivity has been improved. The system now features connected features including navigation with real-time traffic data and Google Street View. For Apple fans, you'll be pleased to hear that support for CarPlay iPhone integration is part of the mix, too.



Cayenne gets a revised interior, with the new PCM set up and screen as first seen on the new 991 and Boxster models. Full synchronicity with Apple's iPhone is a feature, plus real-time traffic data and Google Street View



## PREMIUM CAR STORAGE IN THE MIDLANDS

A new custom-built facility for storing classic, vintage and prestige cars has opened in the Midlands. TMS Car Storage is located near Stratford-upon-Avon, with easy access to the Midlands motorway networks and mainline train services.

TMS is offering an all-inclusive service which covers valeting, protective vehicle covers, regular battery checks, plus on-demand car collection and delivery. TMS founder Gordon Matthew is a keen car enthusiast and former non-professional race driver in the Caterham and Porsche Open series.

Matthew says his valeting team are fully trained by Autoglym in all the latest products and techniques. Advertised pricing starts at £30 per week, but TMS is offering special introductory prices to *911&PW* readers. For more details, email [glen@trendmanagementservices.co.uk](mailto:glen@trendmanagementservices.co.uk) or visit: [tmscarstorage.com](http://tmscarstorage.com)



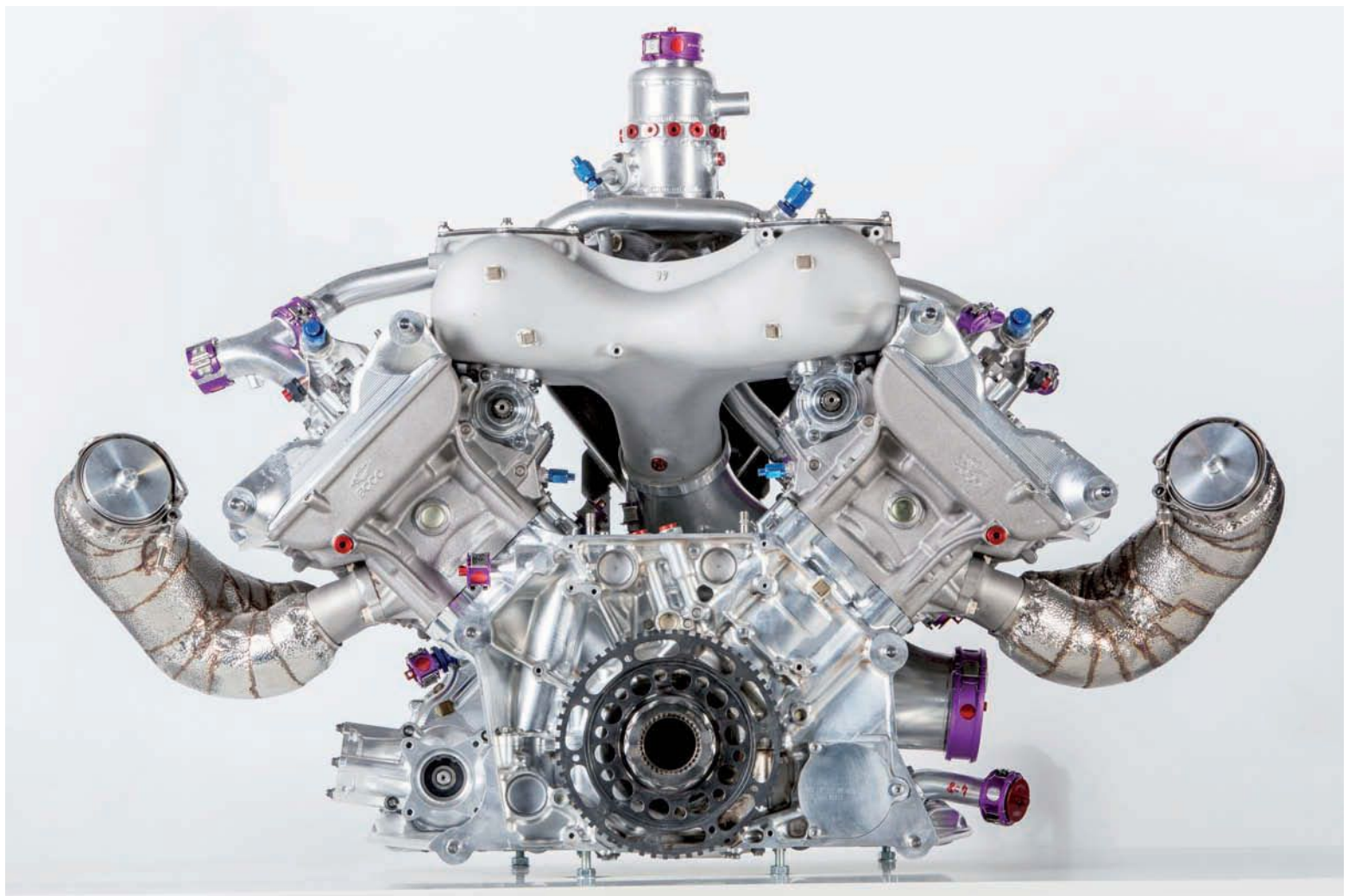
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## PORSCHE REVEALS BEATING HEART OF 919 RACER

It's like the new 718 Boxster engine, but only a bit...

**P**orsche has revealed the first detailed images of the Le Mans-winning V4 engine that powers the 919 Hybrid LMP1 racer. Porsche reckons it's part of the most innovative drivetrain package currently competing in the FIA World Endurance Championship.

The overall package includes that turbocharged V4 engine driving the rear wheels, both exhaust and brake-energy recovery systems, the latest lithium-ion battery technology for energy storage to serve the electric motor on the front axle, and complex hybrid management. The net result? In just its second year of competition, the 919 clocked up both a one-two result at the banner Le Mans race and manufacturers' and drivers' titles in the World Endurance Championship.

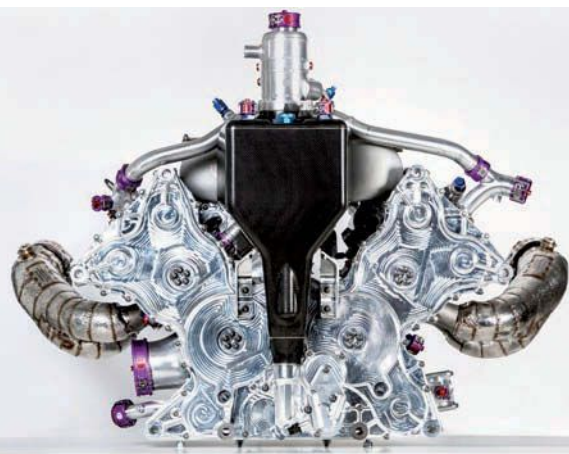
Porsche is predictably keen to draw links between the 919's engine and the new four-cylinder 718 Boxster's motor. Both the 919 and the new base Boxster are 2.0-litre turbo engines with short

strokes and the central direct fuel injection. But Porsche is also quick to point out that there are important differences.

Most notably, the 919's motor is arranged in a 'V' formation in contrast to the 718's classic flat-four. The 919 also cranks out just under 500bhp from the V4 alone, even with the new-for-2016 regulations that restrict fuel flow by a further eight per cent.

Of course, arguably the biggest difference between racer and road car is the additional 400bhp Porsche says the 919's front-mounted electric motor delivers (though rumour has it the real figure could be as much as 750bhp). It's also the reason Porsche got back into endurance racing. Porsche says such systems "will have a huge impact on future production sports cars." Win on Sunday, sell on Monday, the saying goes and therefore just a matter of time before we see Porsche selling hybrid 911s, Caymans and Boxsters? We wouldn't bet against it.

Compact and bijou. In a world where the default setting for any sort of motorport engine seems to be 2-litres with a turbo stuck on, Porsche's tiny V4 is a welcome diversion and a testimony to the WEC rules. Power from the base engine is 500bhp, while the electric motor brings a further 400bhp to the party



It truly is a work of art and looks small enough to fit in a motorcycle frame. We reckon that the turbos fitted to the gen 2 991s and 718 Boxsters are just a stop gap. This is where the real future lies



Right: Porsche took an historic win at Le Mans in 2015. Grab a chance to see the endurance 919 at Silverstone (far right) on April 17th



## WORLD ENDURANCE CHAMPIONSHIP HEADS FOR SILVERSTONE

### Last call for race-day tickets

Endurance racing really is worth going to see with super competitive manufacturer rivalry from Porsche, Toyota and Audi, plus the 911 RSR in the GTE class. Porsche will be looking to win the WEC again in 2016 and, with tickets at just £40 for the weekend, it's a bloomin' bargain, too

The World Endurance Championship is go and guess what? The opening round takes place in the UK in the form of the Six Hours of Silverstone on the 17th of April.

It's a fantastic chance to see Porsche's finest competition machines, including the works 919 Hybrid LMP1 and the latest privateer racing 911s, doing what they do best. Racing. It's also a chance to see some world-class racing here in the UK at Silverstone for a fraction of the price of a Formula One ticket.

Of course, we're duty bound to also highlight that other racing cars are also available. In the World Endurance Championship, that means techtastic LMP1 cars from the likes of Audi and Toyota. In

the production-based GTE classes, Porsche's 911 RSR will be joined by the latest Ferrari 488 GTE and 458 Italia racers, along with Aston Martin's V8 Vantage and even a Chevrolet Corvette.

Silverstone 2016 will also see the return of Ford to endurance racing, with the debut of the competition variant of Ford's new GT supercar. Quite a lineup, then.

Prices start at just £20 to attend free practice and qualifying on Saturday, 16th April. Race day tickets are £35 and full-weekend access available for £40. For context, race day alone for the British Grand Prix is £135. Point your browser at [silverstone.co.uk](http://silverstone.co.uk) to grab your tickets.





A right mix of Porsches at the annual RS Track Day at Oulton Park including no fewer than nine Cayman GT4s. *911&PW* new boy, Graham Ridgway, was there also in his IROC inspired 'Stealth bomber' (bottom right)



## PORSCHE ACROSS THE AGES AT OULTON TRACK DAY

The 16th Annual Porsche RS Track Day at Oulton Park has been deemed a smash hit by attendees. Due to ongoing construction at the Cheshire circuit, the event was restricted to the shorter 'Island' layout. However, thanks to what many described as one of the best ever turnouts, plus luck with the weather in the form of an exceptionally bright day for early March, this year's RS day was one to remember.

The mix of modern and ancient metal was one of the big themes this year. Our spies at the event counted no fewer than nine examples of the new upstart of the Porsche GT range, the Cayman GT4. Meanwhile, a quartet of the current daddy of Porsche track machines, the Type-991 GT3 RS, mixed it up with several vanilla Type-991 GT3s. A pair of 981 Boxster Spyders rounded out the moderns.

At the other end of the scale, all manner of wild and wonderful air-cooled cars turned up, from slim-hipped pre-impact bumper classics to wide-arched race-rep monsters. In between, you name

it, it made an appearance – 964s, Cayman Rs, 997 GT3s, the lot. As for the track action, that involved everything from slip-slidey classics on narrow wheels to the latest kit demonstrating the huge capabilities of Porsche's newest GT cars and even a Lava Orange 991 GT3 RS short-shifting its way round the track as the owner ran in its engine. Nice way to do it.

Recent recruit to *911&PW*'s Our Cars pages, Graham Ridgway, was in attendance and on track for the first time in his Turbo-bodied, IROC-inspired beast. "It was amazing to be on track with everything from a 356, the wonderful early 911s, the impact bumper cars and the 964s and 993s, to the latest and greatest GT3s and GT4s," Ridgway says. An experienced racer, Ridgway was particularly impressed by the pace of the modern cars. "I knew that even with 3.8-litres and 350bhp, I wasn't going to be the quickest. But the sheer pace of those GT3s and GT4s was wonderful to behold." Bring on 2017.

## KREMER PORSCHE REBOOTS CLASSIC RACER

If you're reading this in PDF form, do not adjust your iPad. What you're seeing does indeed look like the love child of a 997 coupé and a 935 racer. Because that's kind of what it is.

The Kremer Porsche 997 K3, to give its full name, is based on a 997 GT3 Cup car. But long-time race specialists Porsche Kremer Racing have cooked up new bodywork inspired by their own 1979 Group 5 Kremer Porsche 935 K3. Back in the day, the K3 was a turbocharged beast that monstered its way to wins in everything from the DRM Championship to outright victory in the 1979 Le Mans 24 Hours.

The new 997 car isn't destined for Le Mans. But it will race at the Nürburgring in the VLN Endurance championship. If you're really sold on the looks, here's the best bit. Kremer plans to release a similar body kit compatible with Type-996 911 road cars. The makings of the ultimate track day head turner? Very possibly.



Looks familiar? Kremer Racing has grafted 935 K3 style bodywork on to a 997 GT3 Cup car and will be running it in the Nürburgring VLN Championship. They're planning on producing a kit version, too, compatible with 996 models. Mad!





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# ESSENTIALS

The tempting trinkets that enhance Porsche ownership

## THE NOISE OF 911

If the sound of a 911 GT3 kissing 9000rpm is music for the soul, why not a sound system made out of unused back boxes? Sounds batty, but that's exactly what the 911 Soundbar amounts to.

Fashioned from a genuine 991 911 GT3 rear silencer with twin exhausts, this is a fully functioning speaker system. Technical highlights include Bluetooth connectivity with lossless aptX streaming and 2.1 virtual surround processing thanks to the integrated Dolby Digital processor. Delivering a sonic punch of GT3 proportions is a 200 watt amplifier. For the record, the silencer isn't just for show. It forms a resonance chamber that's claimed to enable deeper, measurably louder audio and a higher maximum volume. If there's a snag, it's the price which at 2900 Euros makes for about £2250 in old money. Grab yours from [porsche-design.com](http://porsche-design.com).



## WHEELY GOOD

The tuning Teutons at Gemballa reckon that the latest 991.2 revision of the ever-green 911 Carrera is almost perfect. No doubt the newly added twin turbos are ripe for a rampant remap. But what's the missing ingredient Gemballa alludes to? A set of their 21-inch GForged-one wheels, of course. The super-strong forged construction allows for an extreme design with long, slender spokes and thin walls without compromising robustness or performance. Gemballa says the GForged-one can be used with all type-991 models. Size-wise, the front axle weighs in at 8.5J and 21 inches while the rears are monstrous 11J, 21-inch beasts. Available in a range of finishes from gunmetal and matte black to diamond cut, the set of four is yours for 4200 Euros or £3240. Find out more at [gemballa.com](http://gemballa.com).



## MANUAL SELECTION

Judging by the car you have chosen, you are a motorist of a special breed. So begins the original manual for the Porsche 914. Not all that long ago, some might have suggested that "special breed" was shorthand for chronically contrary, such was the 914's oddball image. More recently, the 914's period lines combined with a mid-engine chassis that was always exceptional have come into their own. Anyway, whether you are an early mid-engine trend setter with knackered documentation or a 914 Johnny Come Lately just thinking about getting in on some '70s cool, you'll want a bit of this repro owner's manual. The version shown here is the 1972 manual for the 1.7-litre and 2.0-litre models. But SelectionRS offers a range of manuals for period Porsche. A snip at just 29.95 Euros or roughly 23 of your English pounds from [selectionrs.com](http://selectionrs.com).







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## PRETTIEST PORSCHE

Top honours in the contest for the prettiest ever Porsche? Now that's a toughie. An early 356 coupé has to be in with a shout. The 904 racer would surely be short odds, too. And what about the original 986 Boxster? Worth a long-odds flutter as a modern outsider? Probably. But if it was our money, it might just go on the 356B Carrera Abarth. Derived from the aforementioned 356 but with the kind of painfully pretty lightweight and coachbuilt body that could only come from the Italians, the Abarth was penned by Franco Sgallone to meet the prevailing FIA regulations for 1960. This gorgeous 1/18th scale model replicates the race-number 42 car as driven in the Targa Florio in 1962 by messers Herrmann and Linge. Manufactured by Minichamps in high-quality resin, it's offered by **selectionrs.com** as part of a limited series 312 units for £185.



## MEAN, GREEN MACHINE

While we're talking deliciously detailed 1/18th scale models, how about this mean, green machine? It captures in forensic detail the majesty and madness that is the 993 RWB. The 'RWB' bit, of course, stands for the infamous RAUH-Welt BEGRIFF tuning house, which the uninitiated may be surprised to learn is in fact a Japanese outfit. At fully two metres across the rear arches, RWB's 993 comprises the mother of all widebody kits and a \$22,000 sticker. Add another \$5500 for the wheels and a similar amount for the suspension. Even at those prices, however, the visual bang to buck ratio probably isn't too shabby. This detailed resin model is the work of GT Spirit and part of a limited 1500-unit production run. Priced at 99.95 Euros or about £77 in Brexit tokens from SelectionRS. Head over to **selectionrs.com** to place an order.



## MODEL FOR MODERNISTS

Let's round out this 1/18th scale trio with something unashamedly modern in the shape of the 991 911 GT3. With the launch of the 911R and rumours that that next GT3 will be offered, at least optionally, with the new six-speed manual gearbox fitted to the former, the legacy of the 991 GT3 could go either way. Will it be seen as the first in a series of tech-heavy track weapons that broadened the GT3's appeal decisively? Or will the return of a manual gearbox make the first 991 effort seem like the GT3 that lost touch with its driver's car roots? While the jury decides, why not consider its aesthetic merits at close quarters with this precision-moulded resin rep. It's another Minichamps model, this time capped at 504 units. The damage this time is 119.90 Euros or £92.50 and the online outlet is once again **selectionrs.com**.





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## SALZBURG STICK

Has Porsche missed a trick with this 8GB USB stick that evokes the iconic Team Salzburg 917K Le Mans racer? After all, the Salzburg flyer sported a glorious flat-12 motor. Surely 12GB of storage would be more suitable? Of course the realities of bits, bytes and NAND memory blocks means 12GB isn't really a goer for a USB stick. So, let's recall that the Salzburg cars existed because the prevailing regs required that Porsche built at least 25 cars and at that time Porsche wasn't running works cars. So it was over to privateers like Team Salzburg to run the 917 in the world sports car endurance championship. Today, the Salzburg colours still resonate with modern racers. Mark Webber had his personal road-going 918 Spyder decked out, Salzburg-style. Get your own slice of the glory days for £39.33 from [porsche.com/uk](http://porsche.com/uk).



## HERE COMES THE RAIN AGAIN

Rejoice, for summer is nearly upon us. Which can only mean one thing. It's going to rain. So why not keep dry in style with the new Porsche Racing Compact Umbrella. Oddly, Porsche has omitted to quote key performance statistics such as zero-to-fully-deployed times nor mentioned whether the telescopic mechanism is underpinned by exotic unobtainium materials (OK, probably not given the reasonable £40 pricing). What we can say is that the canopy is 100 per cent polyester and spans precisely 95cm. For the record, Porsche also does full-sized 120cm brollies branded up with plain Porsche scripting or Martini Racing stripes. The choice is yours, the price for the bigger brollies is £65 and the place to go is [porsche.com/uk](http://porsche.com/uk).

## PREMIUM PUSH-BIKE

A push bike for £6000? Sounds crackers, but then we just spotted a new 911 R offered on Ebay for a cool 745,000 Euros. And Porsche hasn't even started delivering them. In these crazy days, then, it's all relative. That said, the Porsche Bike RS is, we dare say, pretty much the

ultimate in all-round pedal-powered prowess. From its carbon frame to the 22-gear transmission, the whole shebang weighs in around 9kg depending whether you go for the small, medium or large frame size. Porsche says the Bike RS is perfect as a smart city cruiser rather than an

out and out race machine. Nevertheless, it shares design elements with none other than the race-track refugee that is the outrageous 991 911 GT3 RS, including accents in the RS's Lava Orange launch colour. Cremate your credit card at [porsche.com/uk](http://porsche.com/uk).



## MICHELIN PREPS NEW PILOT SPORT 4

### NEW BOOTS REPLACE BOTH PS2S AND SUPER SPORTS. KIND OF...

Porsche's N-Spec tyre approval programme can be confusing. None more so than the odd situation where Michelin's super-hot Pilot Super Sport took so long to be N-rated and even then only in a very limited array of sizes.

No matter. The new Michelin Pilot Sport 4 is here and it will soon be available as an approved tyre for Boxsters, Caymans and 911s. Speaking of confusion, the PS4's provenance is a little convoluted. There's a PS3, but that was more of a touring tyre. So the PS4's job is to both replace the older PS2 and bring some of the Super Sport's award winning ultra-performance characteristics but with better wear rates and reduced rolling resistance.

No word as yet regarding availability for older Porsches or pricing. But the PS4 looks set to be the new default option for most modern-ish Porsche, so watch this space.





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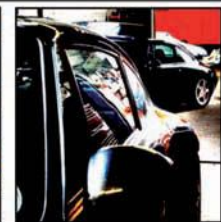
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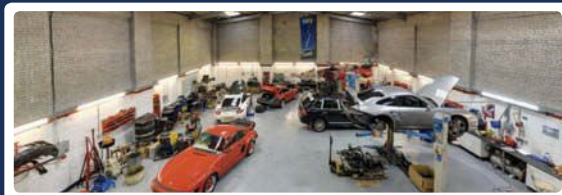
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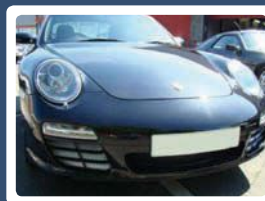


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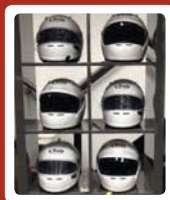
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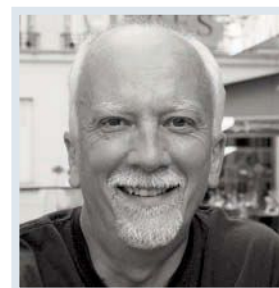
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# THE USUAL SUSPECTS

So, you've spent years building your dream car – and then what? Keith Seume wonders whether a journey really is more important than the destination, before getting all morbid about the loss of friends. Still, he cheers up eventually...



KEITH SEUME  
Editor, *Classic Porsche*

## JOURNEY'S END – AND THEN WHAT?

Last September, I completed one of the longest journeys I've ever undertaken in my life. No, scratch that: it was the longest journey ever.

This wasn't some round the world motorcycle ride (although I did once do a round Britain motorcycle ride for charity – 3400 miles to raise £10,000, on a Police-spec Norton Rotary Interpol back in 1986, as it happens), nor was it a long trek through the Himalayas (do I look that stupid? On second thoughts, don't answer that). No, this was a journey with a car – a rusty, bent, costly one at that.

Without boring you all by going back over well-trodden ground, in brief I spent four years rebuilding my 1966 912 into my interpretation of a hot-rod 911, sorry, 912. I saw highs (rolling the freshly-painted bodysell out of the spray booth) and lows (oh Lord, there were plenty of those), but in the end, it all came good. I got the car running, I got a MOT certificate (or the electronic version thereof) and, finally, a registration document. I was good to go!

I had anticipated this moment every day of those four years – I positively salivated at the prospect of getting behind the wheel of my very own Porker once again and was desperate to burn up the miles.

The problem is that I am a born worrier. It's largely based on my fear of stepping outside my financial comfort zone. I know it will come as a shock to many of you, but we journo's (with a few notable exceptions) don't earn vast quantities of dosh. So I always worry about every rattle, knock and whirr emanating from the rear of my car in case it means having to spend even more cash than I've already thrown at it.

So, for me, there's no sense of relief and relaxation during those first drives – an element of satisfaction, certainly, but also a slight feeling of deflation after so much time. I thought I might be alone in this, you know, the whole 'the journey's better than the destination' thing – and I'm not sure it is, by the way – but I was wrong.

I casually posted on the DDK forum about project burnout, journey/destination arguments, etc, and expected to be deluged with people taking me to task, calling me an idiot for even suggesting such a notion. But I was wrong. Instead, I was amazed to read that several others felt the same way.

Among the first to reply was Nick Moss, of Early911.co.uk: 'I found the same with my orange 3.5, partly because it turned out

to be so quick that the only proper place to drive it was on track, which was not my intention at all. I also did several thousand miles in it, including a trip to Slovenia and Le Mans Classic. It has now sat in my garage for the best part of a year!'

So it wasn't just me. Several others told stories of long rebuilds, which culminated in cars being tucked away as a new project came temptingly into view. One of the most common comments was that, for many people, the most fun had been derived from spending hours, days, weeks searching the internet for parts – the thrill of the chase, if you like. But once it was all done and dusted, that thrill had gone.

I knew what they were talking about. One of the exciting moments in my 'journey' had been trying to track down a set of 944 Turbo space-saver wheels, which I'd decided I wanted to use. I searched eBay looking for a matched set of four. I found some for sale in the USA but the shipping cost made them too pricey. I began to think about alternatives and did consider trying to find a set of Porsche-pattern Cosmics. That proved even more difficult, and I was also concerned about them fitting under the stock rear wings.

And then one evening at something approaching midnight, an advert appeared on-line for a set of four space-savers – in the UK and priced at a very sensible level. I sent a message immediately saying I would buy them and received a reply straightaway. The advert had only been posted 20 minutes earlier, so it was a case of 'right place, right time'. Trust me, that rarely happens to me these days!

A few days later, I got a call asking if I was still looking for space-savers from a guy who had one wheel for sale. Perfect! Now I had a spare – and at £40 delivered, I really couldn't go wrong.

This sort of thing is what made the project such fun – the thrill of the chase followed by a triumphant purchase.

But when all the parts had been gathered, engine and gearbox built and installed, paperwork done and out on the road for the first time, I did feel a sense of deflation. Part of this was because, along the way, I had started to formulate other ways to create my perfect Porsche. I would welcome somebody asking me to design and oversee an early 911 project, as long as I could do it my way. Any takers?

But now things are different. I've had the

chance to put 2500 miles under the car's belt (probably more – I think the odometer is pessimistic) and really enjoy driving it, wringing its neck when I can and savouring the sound. I still worry about every little rattle, knock and whirr, though, but have put my trust in the engine builder's skills and the use of good parts so that I can enjoy the fruits of my labour (and wallet).

I frequently get asked if I would do it all again, and my usual answer is 'No – I don't have the time, and prices are too high now', but I'm not so sure. If someone offered me the right amount, maybe I could be tempted to move on and start again. I've always said I'd love a stock 930 Turbo. Trouble is, knowing me, it wouldn't stay stock for long, and so another journey would begin.

Oh, and that charity motorcycle ride? When it was all over (it took three weeks), I was restless for months, a feeling of emptiness spreading over me. The journey had been fun, the destination (as in raising money) was great, but a sense of emptiness remained.

I've often wondered if I could do something similar again, but then the reality of frozen hands, damp nether regions and aching arms says 'No way, José!'. Wisdom, you see, comes with age...

Not the usual journey undertaken by our man Seume. 30 years ago he took to the road on a Norton motorcycle to raise money for charity. That was definitely a case of the journey being as important as the destination...





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



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## THE PASSING OF FRIENDS

One of the hardest parts about getting to what some euphemistically refer to as 'a certain age' (in my case, the wrong side of 60. OK, wrong side of 61, if you're going to be picky) is that you become aware of 'losing' friends. And I don't mean falling out with them.

In recent times, it's been sad to say farewell to a number of people who've played a significant part in my Porsche life, such as it is. It all seemed to start when John Lucas – or rather, John da Silva Lucas – left this earth a few years ago. I'd known John since the early 1970s, and worked alongside him at one point in the mid-1980s when I ran the workshop at Autocavan, the sadly defunct VW and Porsche specialists near Farnham, Surrey.



John, of course, had been a part of the UK Porsche scene since the 1960s, racing 356s and generally having fun with his outrageously lightweight 356 Carrera, which we featured, post-restoration, in *Classic Porsche* a year or so back.

John was great fun to be around, and we had a fine time at the workshop chatting and laughing at life. Lunchtimes would be amusing because everyone else brought sandwiches and cans of Coke for lunch –

John and I would go to the local shop, buy a cake and a bottle of wine and demolish them before starting work in the afternoon. How we got any work done, I'll never know.



Then came the sad news that Barry Curtis was unwell – to be honest, he hadn't looked well for some time, but it's always a shock when things look serious, which they did. When Barry passed away in October 2014, with him went a veritable wealth of Porsche knowledge.

It's Barry I have to thank for my first Porsche, the blue 914/6. I had met him through VWs and had dropped into conversation that I was looking for a Porsche, possibly a 914, with which to start a new chapter in my automotive life. Barry said he'd keep his ears open.

I thought no more of it until one morning I got a phone call that went something like this: 'Keith, Barry here. You still after a 914? Well, my mate in Paris has got a 914/6 for sale. Doesn't want a lot for it. Give him a call – oh, and he doesn't speak a word of English. Good luck!'

So, with my best schoolboy French at the ready, I plucked up courage to call Valentin, who worked at Sonauto in Paris, and struck a deal. I flew out to look at the car and it was every bit as good as Barry had said. So, thanks Barry – you came up trumps!

Last year, another stalwart of the scene left us: Eric Studer. Pipe-smoking Eric could talk the hind legs off a donkey. If talking had been an Olympic sport, he'd have won gold every time. He was of the old school, like his friends John Lucas and Barry Curtis,

and was so much a part of the 356 scene in this country that we all thought he was immortal. But, of course, no human being can be and when Eric's time came, we all felt a sense of loss.

Eric was the only person I knew who could start out on a conversation about one subject, head off in another direction after a few minutes, and then neatly return to the original topic 10 minutes later. It was an art he'd perfected, and which you needed to be aware of if you were in a hurry!

To this day I can recall his 'Hello Keith!' from behind me as I was desperately late meeting up with a colleague at a show at the NEC. I knew at that moment my schedule had gone out of the window!

And now Bob Watson has gone. I hadn't known Bob as long as I'd known John, Barry or Eric, but he'd been incredibly helpful (and sympathetic, it has to be said) with regard to the engine in my project car. It was clear that he'd probably forgotten



more than most of us will ever know about 911 engines and I knew straight away that my motor was in safe hands.

It was great listening to Bob chat away about his racing, or the engines with which he'd been involved. As I said in last month's *News* piece, Bob, we'll miss you.

Time waits for no man – none of us gets any younger, so make the most of every day. Quit complaining about your aches and pains, and get out and enjoy your Porsche.

Far left: John Lucas – Lukie to his friends – a real mischief maker in 356 circles!

Left: Smoking was clearly a prerequisite for an old-school Porsche guru, as Barry Curtis (left) and Eric Studer prove!

Below left: Bob Watson enjoyed a roll-up, too. And now they've all gone to another place, no doubt swapping yarns about the good ol' days (Photo credits: Delwyn Mallett and Paul Davies)

## ON A MORE CHEERY NOTE...

When you get a call asking if you'd like to spend the day at a test session where a number of older Porsches are being readied for Spa and Le Mans Classic, you tend to say 'Yes please!' – and so I did.

The call came from Andy Prill, he of Prill Porsche Classics on the Suffolk/Essex borders. The venue was Donington Park and the cars were a factory-built 904/6 (the precursor, if you like, to the 906 or Carrera 6), an original 910 (pictured right) and a 1965 911 ready for its first drive under new ownership.

The weather was wonderful, considering we are talking mid-February. After a winter of non-stop rain and relatively mild temperatures (at least, down south), it

came as a pleasant surprise to wake up to blue skies and sunshine – but with temperatures only a little above freezing.

On the day, the three cars behaved impeccably and drew considerable attention on a busy test day that saw several 'historics' out on track, including TAG-McLaren F1 cars and a raucous Dolomite Sprint. The 904/6 was noteworthy for not only being perhaps the most diminutive car on track, but also the loudest! You could hear it round the back of the circuit and all eyes turned trackward when Andy drove onto the pit straight.

As a foretaste of a great year ahead, it was a splendid way to spend a winter's day. Roll on summer is all I can say!





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YOU WRITE, WE READ

# LETTERS

Got something to say? Need to express an opinion on the Porsche world? Well, here's your chance...



## 915 TRANSMISSIONS

When I started to read Antony Fraser's project report in the last issue (*GT3 makes way for 911SC* – page 116), I just knew what was to come – and sure enough it did: criticism of the 911SC's Type 915 gearbox!

I always smile when I read comments like Mr Fraser's for they are predictable in their sweeping dismissal of the characteristics of what I firmly believe is one of the best gearboxes around. The problem is that we tend to compare them with modern slickly-shifting gearboxes – such as the one in Mr Fraser's former GT3, for example. But put them in context and compare them with other transmissions from the 1970s and they really aren't so bad at all.

I bought a new 911SC back in 1978 and was enthralled. A little later, I bought

a 930 Turbo, itself equipped with a derivative of the 915 transmission, and loved that, too. And then I bought a Carrera 3.2 soon after the G50 gearbox was announced.

I was ready to be won over by the new unit but was ultimately disappointed. Sure it was good, and it was quieter, but I don't think it was that big an improvement.

My advice for anyone with a 915 gearbox is to change the oil to a modern synthetic type – the difference is amazing. Give it a try – it's worth it!

**Mike Bird, via E-mail**

**Keith Seume replies:** *Although I personally have no problem with the 915 unit, even I can't deny that they are noisy and feel slightly agricultural next to a G50, oil change or no oil change!*

## UNETHICAL BEHAVIOUR...

After reading Steve Bennett's editorial (April 2016), I couldn't agree more with his sentiment that it was about time Porsche offered something 'special' that wasn't yet another so-called 'limited edition'.

That simple expression appears to give dealers *carte blanche* to exploit their customers – surely that is not ethical? If I saw a new all-singing, all-dancing TV advertised in the press for, say, £800, I would be pretty miffed if I went to Currys and was told they were sold out – but if I'd like to pay £1000 they could sell me one. Surely a price is a price?

I find it inexcusable that OPCs are prepared to sell new models at over the ticket price. I presume what happens is that they 'sell' them to preferred customers and then 'buy them back' when a new customer comes along, one who's prepared to pay over the odds.

You could argue that it's not illegal in any

way and that market forces are dictating the price hikes, but for official dealers to become involved, well that is not right – at least, not in my mind.

I have always detested the whole idea of putting down a deposit to get your name on a waiting list, only to sell on the car the moment it is released – and probably before your name has even appeared on the documents.

Perhaps I am naive, but I just feel it's not right. Maybe if I was super-rich and could afford to play these games I might feel different, but I'd like to think not.

As far as I am concerned, all that happens is that the real enthusiasts – the ones who actually want to drive the car – are being held to ransom by those who see new models purely as a way to make money. Is that really what 'limited edition' Porsches are all about?

**John Simmonds, via E-mail**

Mike Bird loves the Type 915 transmission in his 911 and feels that Antony Fraser is being unnecessarily critical of the 'box...



## A SLY BUSINESS

Thank you for your recent feature on the 'forgotten Porsche', the 914 (*Fourplay*, April 2016 issue). However, there are a couple of points that I would like to make, if I may.

Regarding the history of the 914 programme, the reason the 914/6 proved to be so expensive, when it should have been a cheap alternative to the 911, is that it was Volkswagen who billed Porsche for the supply of the bodies, built for them by Karmann.

In a sly business move, rather than simply dividing the total bill from Karmann by the number of bodies built and splitting the costs accordingly, VW chose to pile the development costs onto Porsche, forcing the latter to boost the price of the 914/6. Porsche wasn't blind to this and when it was clear VW wanted to dump the 914, the decision to drop the 914/6 was an easy one to make.

The 914 was never going to succeed – few joint ventures ever do – but it is a pity that VW's management problems and, arguably, lack of ethics, killed off Porsche's first ever mid-engined production car before it had chance to blossom. If only we could turn back the clock and start all over again...

**David Pitter, via E-mail**

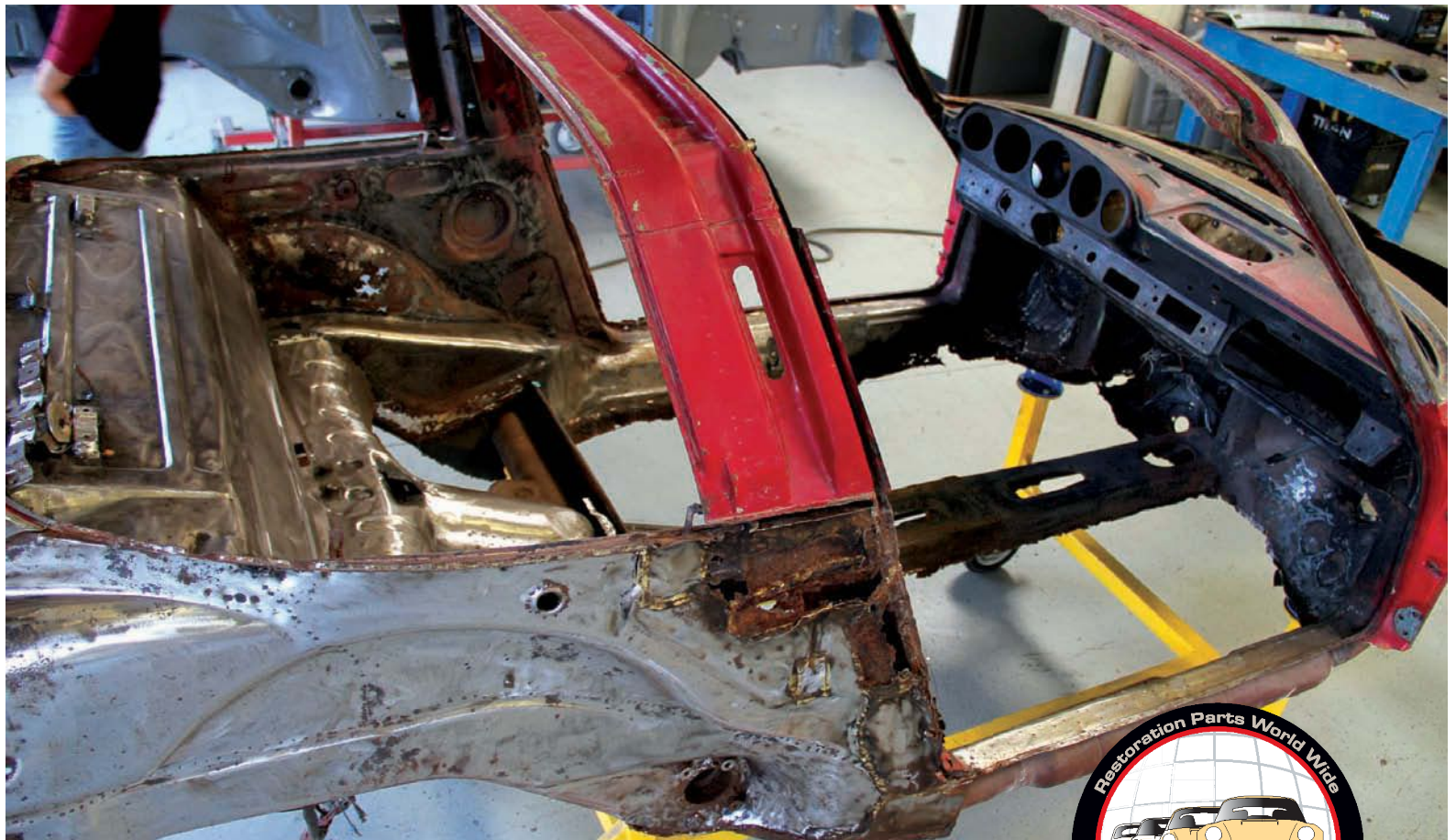
## A WORD OF THANKS

Could I through your pages just say 'thank you' to the staff at Williams-Crawford in Cornwall? In last month's issue of this magazine you mentioned that they were holding a 'cars & coffee' event in March. Well, as my husband had just come out of hospital following an 'op', I thought this would cheer him up – and it did just that! So, to all the staff at Williams-Crawford, a big thank you for putting a smile back on hubby's face!

**Jane Mills, via E-mail**







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YOU AND YOURS: JOHN HAIGH

# F1 INSPIRED 996

With a seemingly worthless 996 on his hands, John Haigh set about using a bit of artistic licence, plus his F1 connections, to create his own bespoke, modified 911. Looks the business, we reckon

Words and photography: Brett Fraser

**T**here can't be many people who can claim to have modified their Porsche with parts from one of Sebastian Vettel's old F1 cars. In fact, there's probably only one; the guy pictured here, John Haigh. And what makes John's claim all the more remarkable is that the area of his 996 C2 that he modified was the headlights, using the centre cap from a 2009 wheel cover disc. If that weren't ingenious enough, those headlights also mimic the 'quad optic' look of modern Porsche road cars, thanks to some repurposed hydraulic pipes from an old Jaguar F1 racer.

John has access to such grand prix goodies not because he hangs around the edges of race tracks waiting for cars to crash and disperse high-tech bounty, but because his business, Racing Gold, specialises in creating art and modern furniture from F1 parts legitimately

obtained. In fact, John has a contract with Red Bull to use the team's redundant parts to fashion imaginative merchandise with a grand prix twist. And it's an intriguing, leftfield venture for a bloke who has always been into cars and engineering.

'I wasn't brought up in a particularly motoring oriented family,' John reveals, 'but I was always interested in cars: plastic kits, radio-controlled cars, Lego even. So it was natural that when I left school I would be looking for employment that involved them. I was offered an apprenticeship at Jaguar but turned it down in favour of one at BMW. The BMW scheme was really advanced and well structured, and we apprentices were sent off to a modern training centre to learn all aspects of our trade: it wasn't like in the old days when you just worked alongside an experienced bloke for a couple of years.'

'I was employed by BMW Hexagon Highgate, which at the time had the largest BMW workshop in the country down in

Kentish town [north London]. So I grew up with the E30 series M3 and later the E36, and I was a big fan of the M5.'

At Hexagon John gained valuable experience not only in the workshop, but also on the reception desks of the service and bodyshop departments, before moving on to become service manager at a Lexus dealership. In turn this led to a job with Graeme Hunt, who had bought out what was once the famous Hooper coachbuilding firm specialising in Rolls-Royce and Bentley.

'The actual job was crackers,' laughs John. 'We had this massive old school workshop in Park Royal to deal with the Rollers and Bentleys, but we also had franchises for a couple of modern brands, Subaru and Isuzu. And the coachbuilding guys only had Imperial tools...'

During what John describes as a 'diverse' five years, he also got involved in converting Mk4 AC Cobras back into Mk3 specification, and had his first drive of a

John Haigh with his 996 that has a style of its own. It's not obvious, but there's bits of Sebastian Vettel's F1 Red Bull hiding in there





Porsche. 'It was a 1973 911 2.7 RS that had been fitted with the wrong fuel injector pump. I had to drive it over to Autofarm to have a replacement installed – it was a lovely car, a proper, proper thing, and it felt oh-so fast.

'But when I picked it back up again it had so much more power! Even in third gear it was struggling for traction; it was outrageous. And sadly I had to take it home for a few days, just to ensure that the pump was working OK...'

A conflict of personalities between directors led to the collapse of the operation, but not before John managed to complete a project that would lead to his Porsche ownership. 'I had started building a Cobra kit car with TVR underpinnings when I was about 18 or 19, but for various reasons never got to finish it. I had been using the old Hooper works to store it and tinker with it, and when it was clear that the company was going to close, my colleagues decided to help me finally get the job done before the doors shut for the last time.'

But although John was extremely pleased with how the Cobra turned out, ultimately he decided that it wasn't the car for him. Selling it wasn't as straightforward as he'd hoped, however, and he ended up part-exchanging it for a Porsche 996 C2 and a small BMW for his wife to run around in. 'We agreed a value of £8000 for the Porsche,' John recalls, 'and it wasn't my intention to keep it and I made no connection to it.

'And as soon as I'd put it up for sale I realised I'd made a terrible mistake: an *Autocar* buying guide described it as the Porsche not to buy. I dropped the price and dropped the price. But when I was offered £4700 plus an old Ford Mondeo for it, then I decided that I would keep it after all. Besides, on my various trips to see potential buyers I'd begun to get a feeling for the car: it was very quick, sounded great and everything worked.'

From the off John had plans for the 996. There were certain bits of essential maintenance required and he wanted to alter the looks. 'The previous owner had put that big spoiler on the back and it unbalanced the appearance. And the wheels were painted black, so they needed sorting. First, though, there was some maintenance to attend to: I replaced the discs and pads, and fitted braided brake lines and new intermediate brake lines. And I got the air-con regassed.

'I set myself a two grand budget – I wanted it to be a sub-ten grand car when I'd finished – and the first big cost item was going to be the front end. The standard 996 bumper unit looks a bit bland and I checked out numerous alternatives before settling on one from Exclusive Customs. The mould is taken from a 997 Turbo, with cut-outs and fittings for the older car. I love the distinct, vertical aspect it gives the nose, something that even a 996 GT3 nose doesn't achieve. The bumper was only £250, but the lower front indicator units combining daytime running lights were a big cost – £300. The fit and finish of the bumper were excellent and it came complete with grilles and a splitter.

'I had priced up later generation 996 headlamps. Not only were they 400 quid per lamp, I would have had to buy new front wings, too, as the cut-outs for the

Front end of John's 996 took some working out. The bumper/apron is obviously 997 Turbo inspired. The lights, meanwhile, were created by John to mimic the quad-optic set-up of the modern 991 generation 911



“ I set myself a £2k budget. I wanted it to be a sub £10k car when finished ”



Above: Engine is standard 3.4-litre, save for a low temp thermostat, plus 997 air-filter housing and oil cap for aesthetics. Parts of the interior, including the steering wheel, have been retrimmed in Alcantara





## HISTORY

The 996 was the car that Porsche had to build. Despite purist protestations, the final incarnation of the air-cooled 911 – the 993 – was just too expensive and time consuming to build, and fell short of any future safety, noise and emissions legislation.

The 996 was a clean-sheet design. Modern, lighter and faster it coincided with a world financial boom and appealed to more people than any 911 before. Porsche couldn't build them fast enough. Often criticised for its bland styling, and with no shortage of engine 'issues', the 996 is, none the less, finding its feet with most problems now eradicated. It is currently the 'bargain' 911, but good ones are becoming sought after.

headlamps are changed for the gen 2. I then researched a 997 light conversion, but that was also fearsomely expensive. Later I found a tutorial on YouTube explaining how to uprate the lights on the 996 and Boxster, so I bought some cheap secondhand units to practice on and designed my own modifications to what I'd seen – and that's where the parts from Vettel's F1 car and Mark Webber's Jag came in handy! With the headlights looking so good, I then splashed out a further £300 for LED tail-lights to finish off the package.'

When the 996's wheels came off for refurbishment John had access to the brake calipers, which he stripped down externally, had polished by expert musical instrument polisher (Ospreys), affixed Porsche decals, and then coated with an oven-baked bronze lacquer; they look stunning, so good that he applied the same treatment to several other bits of the car's chassis that can be seen from the outside. And in the engine bay – after a service he carried out himself to change the coils, plugs, oil filter and fit a lower temperature thermostat – he fitted a 997 airbox cover and oil filler cap: 'not because I'm pretending, simply

because they look better.'

Calling upon the services of an ex-colleague from Hooper's, John had the 996's steering wheel and gear-lever gaiting retrimmed in Alcantara; he also changed the lighting in the instrument binnacle to LED and gave greatest illumination to the rev counter, and engraved and repainted the sill-mounted pulls for the front and rear lids.

Further little cosmetic touches include a monochrome Porsche badge for the 996's nose, and some custom-made – by John,

in it, and we've been to Spa together in it to watch the Grand Prix. I very often go to the Ace Café meetings on London's North Circular Road, and I join up with the 911 forum guys for breakfast events.

'My 911 now has about 79,000 miles on the clock, has had 10 or 11 owners and may have been stolen and recovered – none of that worries me because it's a great car. Its value is now so low, and the mods I've made to it would probably hamper my chances of ever selling it. But that's the

“ It's had 10 or 11 owners and may have been stolen and recovered ”

naturally – vinyl stone guards on the lead edges of the rear arches, complete with graphics he also designed himself.

Having spent so much time doing things to his Porsche, does John ever drive it? 'Oh yes, quite a lot,' he insists, 'a lot, lot more than I'd anticipated. My wife Tracy and I have had several romantic weekends away

thing, I have no intentions of selling it. And there are still plenty more modifications that I want to do to it, such as sourcing a different style of rear bumper and fitting some switchable exhaust pipes.'

Such is John's passion for enhancing his 996 it wouldn't surprise us if, by the time you read this, it will already be altered... **PW**



Left: 996 GT3 gen 2 style rear spoiler looks the part. John has had the brake calipers painted in bronze, lacquered and oven baked

## CONTACT

If you fancy any bespoke F1 accessories or memorabilia then check out John's website: [racinggold.co.uk](http://racinggold.co.uk)





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# POWER OF 4

Welcome to Porsche's brave new four-cylinder world, with added turbo power, of course. We get the full technical insight and take a ride in the new four-pot Boxster. One thing we can be sure of, it's not lacking any power!

Words: Adam Towler Photography: Porsche AG



**W**ell, here it is, our first in-depth look at the new four-cylinder 718 Boxster, the latest example of emissions and fuel-consumption regulations affecting sports cars as we know them. That sounds bleak, and no one is denying that the loss of a naturally aspirated flat six engine in the Boxster is going to hit hard – perhaps even harder than the 911's own engine-downsizing and gaining of turbochargers. Can just four cylinders ever be the same? Typically, however, Porsche has responded in a feisty engineering-led fashion, so read on and discover why going back to 'four' may not be the end of your own Porsche world.

## ENGINE:

Obviously, the fitment of an all-new engine is by far the biggest news with the new 718 Boxster. It's a watershed moment in the history of the marque: after 20 years of six-cylinder, water-cooled engines in every Porsche sports car (bar the supercars), Porsche is once again returning to its four-cylinder roots. Exactly 'why' has everything to

do with ever more stringent emissions regulations and expectations of improved fuel consumption, which is exactly the same reason every gen 2 991 Carrera now features a pair of turbochargers.

This new Boxster also uses forced induction, and it's this that makes up for the loss of the additional two cylinders and a much larger displacement. A two-litre 'flat' four-cylinder turbo motor now powers the base-model Boxster, with the S featuring a larger, 2.5-litre variant of the same engine. The 718 name pays homage to the successful open racing car of the same name – Porsche is very keen that the market sees the tradition in flat 'four' engine design.

A throwaway line that 'a 2-litre four pot now powers the Boxster' sells the new engines very short: it makes them sound like something sourced from within the VAG family, and they are emphatically not that. For starters, let's consider the figures: the new standard engine produces 300bhp compared to the 265bhp from the old 2706cc six cylinder, and retains, we are told, an appetite for revs. More importantly, the new engine has 280lb ft, which dwarfs the 207lb ft generated previously. Even more importantly,

that maximum torque output is available from 1950–4500rpm, whereas you would have needed that same 4500rpm on the rev-counter to access the much lower figure in the 2.7. This will bring a sea change in the driving experience of the basic Boxster, not least because the new engine will make a far more convincing case of pulling the very long gear ratios that in this author's opinion blighted the 981. The little 2.7 was, and is, a peach of an engine, if only there had been an option for a lower final drive or shorter ratios.

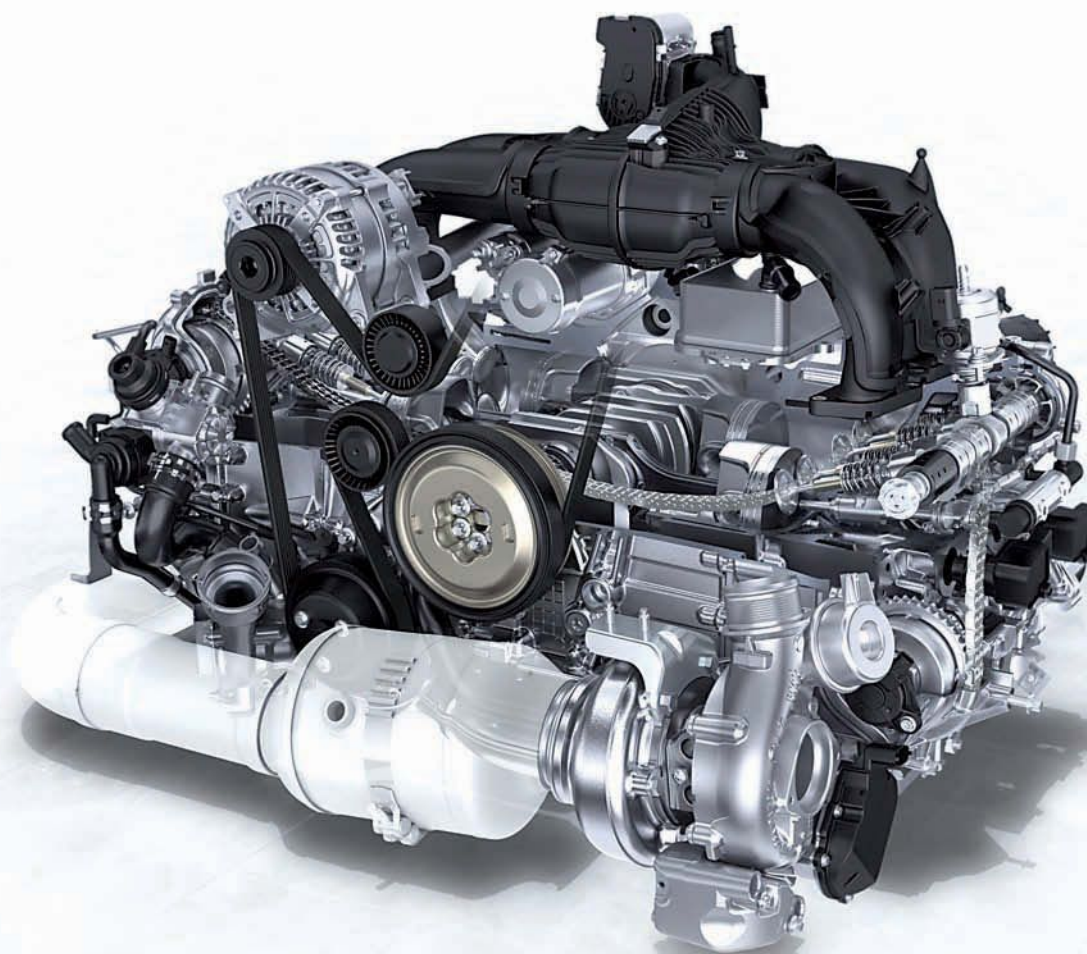
The new S now has 350bhp compared to the 315bhp of the old 3436cc 'six'. It also generates 310lb ft from 1900rpm upwards, which should give the new roadster an almighty kick up the rear diffuser, so to speak, and is also a significant, if slightly less spectacular improvement, on the 266lb ft from 4500–5800rpm previously available. Porsche is quick to tell us that fuel consumption improvements of up to 13% have been realised, and we can surely expect yet more falls in the quoted CO<sub>2</sub> outputs.

The new engines have been developed alongside the 3-litre turbo flat sixes introduced in the gen 2 991. They share a significant proportion of common parts, but have also

Bare chassis in all its glory. New, shortened engine sits snugly amidships, seemingly dwarfed by the gearbox and bellhousing



The compact four-cylinder is based on the 991 gen 2 engine and so is designed to be either a flat-six or flat-four. There are common parts, but also a significant number which are exclusive to the flat-four. Power from the base 2-litre turbo is 300bhp, while the 2.5-litre S unit gets 350bhp



You can only tell so much from the passenger seat, but there's no doubting the power of these new engines. Torque, though, is the biggest factor. Right: Variable vane turbo features on the 2.5 S engine

required plenty of bespoke engineering, and from chatting to the engineers it's clear the project was far from easy: when I ask which of the new engines they're most proud of, it's the little flat 'four' cylinder that gets an emphatic nod.

Like the bigger flat 'six', these engines feature the centrally mounted injector for the DFI system running at 250 bar, with new iron-coated cylinder bores and an all-new oil pan to ensure reliable lubrication even during circuit driving. When you stand next to one of these units mounted on a stand, you can't

help be struck by what a little jewel of a motor it is – it's really short. Porsche didn't give a weight figure, but we're told it undercuts the old engines.

The real work has been in making everything fit into the engine bay of the Boxster. Remember, this is a mid-engined application with not only space at a premium, but also the challenge of getting enough air not only to feed the engine, but also to keep everything cool. And turbo engines like to generate plenty of heat.

After coming up with over 30 potential

solutions, the engineers finally settled on a charge-cooling system. Engine intake air is drawn from the left-hand side of the car (when viewed from behind), and split, so that some enters the engine, and the rest cools an auxiliary cooling radiator for the main cooler mounted on top of the engine. Hot air from the turbocharger is passed through this main cooler, whose water circuit is then cooled by the side rads. The right-hand air intake is solely for cooling the auxiliary cooler mounted on that side of the engine.

The Boxster runs a fairly standard







Under the skin. The Boxster retains its mid-mounted, boxer engine. The ability to place the engine amidships, plus its low centre of gravity, is what makes the Boxster unique amongst its rivals

Below: Back to school. 718 Boxster's improved acceleration figures demonstrated in graph form. Right: Boxster gets active engine mounts. Far right: On demand, variable oil pump

turbocharger running at 1.4 bar to achieve the quoted 300bhp, but the 2.5-litre S features a much more advanced variable vane unit that we've become accustomed to seeing on the 911 Turbo since the days of the gen 1 997 Turbo. At 1 bar this engine is already producing 350bhp and promises greater flexibility than its smaller brother. However, you've probably like me immediately begun to speculate what an aftermarket remap might be able to extract from this engine, let alone more serious modifications. Certainly the performance of the new Boxster is on a different plane, with the S model able to hit 62mph from rest in just 4.2 seconds when equipped with PDK. For reference, that's the same as a 996 Turbo... Once again it's the standard car that sees the most profound changes: it now requires only 4.7-seconds to reach 62mph when equipped with PDK. That's nearly a second faster than before. Both variants are now 170mph cars,

the S well on the way to 180mph with a quoted maximum of 177mph.

### CHASSIS:

While essentially the same chassis has been carried over from the 981, there have been some fundamental changes to adapt to the new engine, and also to meet the objectives of the engineers. As ever, these encapsulate all the usual conflicts such as a more comfortable ride with increased grip and agility.

There's a new electrically assisted steering rack, carried over from the 911 but with bespoke software for the 718. Specifically, this is the more direct ratio version, only used in 911 models where it's teamed with the rear-wheel steering system, although that hasn't been necessary here. Just exactly why explains much of the work that has taken place on the rear axle. The penalty for a 10% more direct front end – the

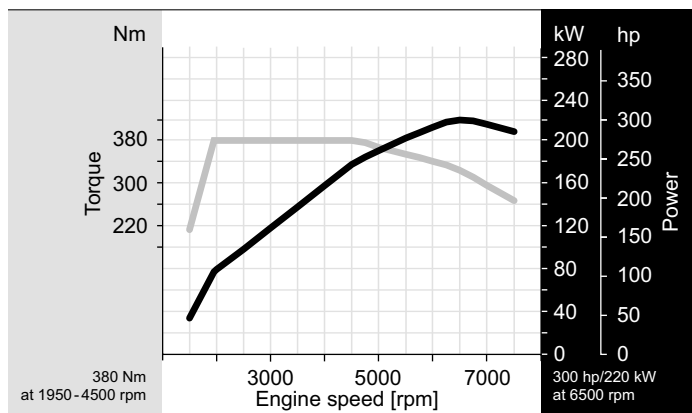
rack is quicker away from the straight ahead, but then is much the same as before once a good handful has been taken – is a nervous car at high speed. The added weight, and no doubt cost, of rear-wheel steering has been eschewed in favour of increasing rear wheel width, now up to as much as 10.5in. The rear axle has also been made stiffer as an entire unit, thanks to a bracing bar located at the front of the arrangement in much the same manner as the Cayman GT4. For this new application a further two mounting points have been added to the subframe structure that underpins the entire unit. The rear struts have also been made thicker – 40mm inside now instead of 36mm on a 981 – and the rear links are stronger, too. Thicker driveshafts have been employed to deal with the much more potent torque outputs.

The PASM option for the 718 comprises a 10mm ride height drop over the standard non-active setup, with a -20mm Sport PASM

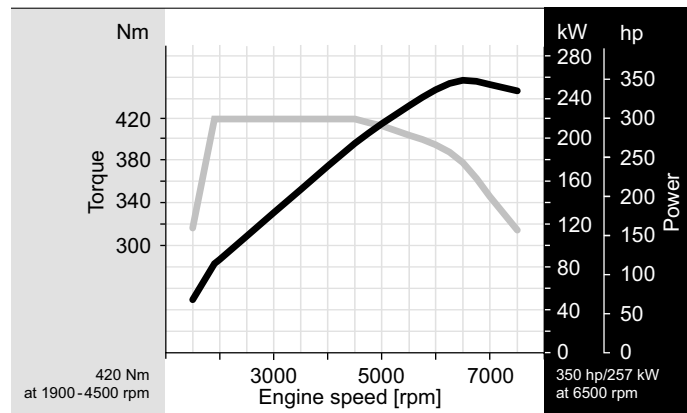




Porsche 718 Boxster



Porsche 718 Boxster S



also available for the S model. With more sensors, and the know-how that we've seen demonstrated on the latest 991s, it's likely that the new Boxsters will ride better than ever before.

Containing the performance of the new car is a range of upgraded braking options. The 718 Boxster runs the braking set up from the previous 981 S model, while the 718 S runs thicker front discs (albeit the same 330mm size as the standard car). The biggest change is the calipers on the S model, which are the latest four-piston items off the 991 gen 2 Carrera, carbon ceramics are once again an option.

### THE EXTERIOR AND INTERIOR:

Although very similar to a 981 on both the outside and inside, the new car is clearly recognisable on the road as a new model once you know what you're looking for. From the front it's the larger air intakes, lower nose and four-point LED running lamps (first seen on the 918 Spyder) that make the strongest impression, while the intakes on the side of the body are larger. A black insert below the small rear wing, and that carries the Porsche script, dominates the tail. Most of the surfaces have crisper edges: a nip here, a tuck there.

Inside, the changes are subtler, with tweaks

such as a different shape to the air vents, a redesigned top half to the dashboard and the inclusion of the latest PCM4 infotainment system.

### FROM THE PASSENGER SEAT:

Reviewing 'from the wrong seat' is a very dangerous thing to do for any journo, so don't expect any of that here. However, a few quick laps and some drifting around a wetted 'handling' circuit at a French testing facility does throw up a few thoughts. First of all, you'll want to know what it sounds like, yes? You've probably wanted to know that since you begun reading the first paragraph of this piece.

Noise is a subjective thing. I tried to keep an open mind, and came away with this conclusion after a bit of deliberating with myself. Overall, I do miss the old six cylinder. The new engine is nothing like as smooth, musical and 'expensive' sounding as the old one, whether when heard from outside the car or when travelling within it. When you hear a sports exhaust 718 S go past under the full beans it sounds like a cross between standing at Classic Le Mans and watching a highly tuned 356 race car, and the demented Beetle in Herbie Goes to Monte Carlo. It is a light, fizzy, thrummy, quite unique noise,

certainly in the new car market, and the more I heard it the more I liked it. Riding along in an S model, I'm struck by how raw and rasping it is under hard acceleration: it's nothing like as 'premium' as I was expecting, and frankly all the better for it in my view. With the sports exhaust 'off' it's quiet and rather nondescript, but some may find the hard-edged boom at low revs with it 'on' a headache in the making. With the car in Sport mode, the pops and bangs – less contrived than with the six cylinder engines – when combined with the exhaust note make it sound more like a Subaru Impreza rally car. In many ways it gives the car quite a youthful feel for a new generation of buyers.

As for any dynamic impressions, all I will say is that having all that torque low down appears to shift the driving experience considerably. It was clear that oversteer was now available in the wet pretty much whenever it was called for, and the punch out of slower corners was as impressive as the outright speed of the S: we saw over 150mph with the car still pulling strongly.

When you consider the above, plus the price rises – the regular 718 is now £41,739 and the S from £50,695 – and the fact it will now be positioned above the new Cayman models, it's clear this 718 is a very different sort of Boxster indeed. **PW**

The power figures might be impressive – 300bhp for the 2-litre Boxster and 350bhp for the 2.5-litre – but check out the torque! That's what will really define the new turbo Boxster on the road

Perhaps the best illustration of just how small the new turbo flat-four is, and just how much load area the Boxster has, too. Remarkable for a two-seater roadster





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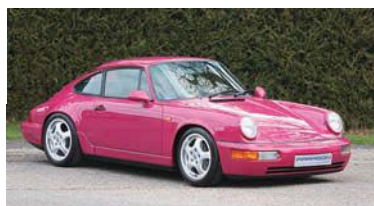
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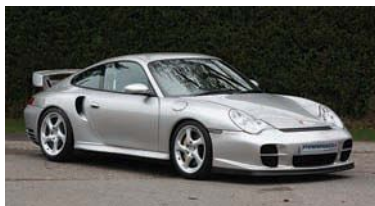
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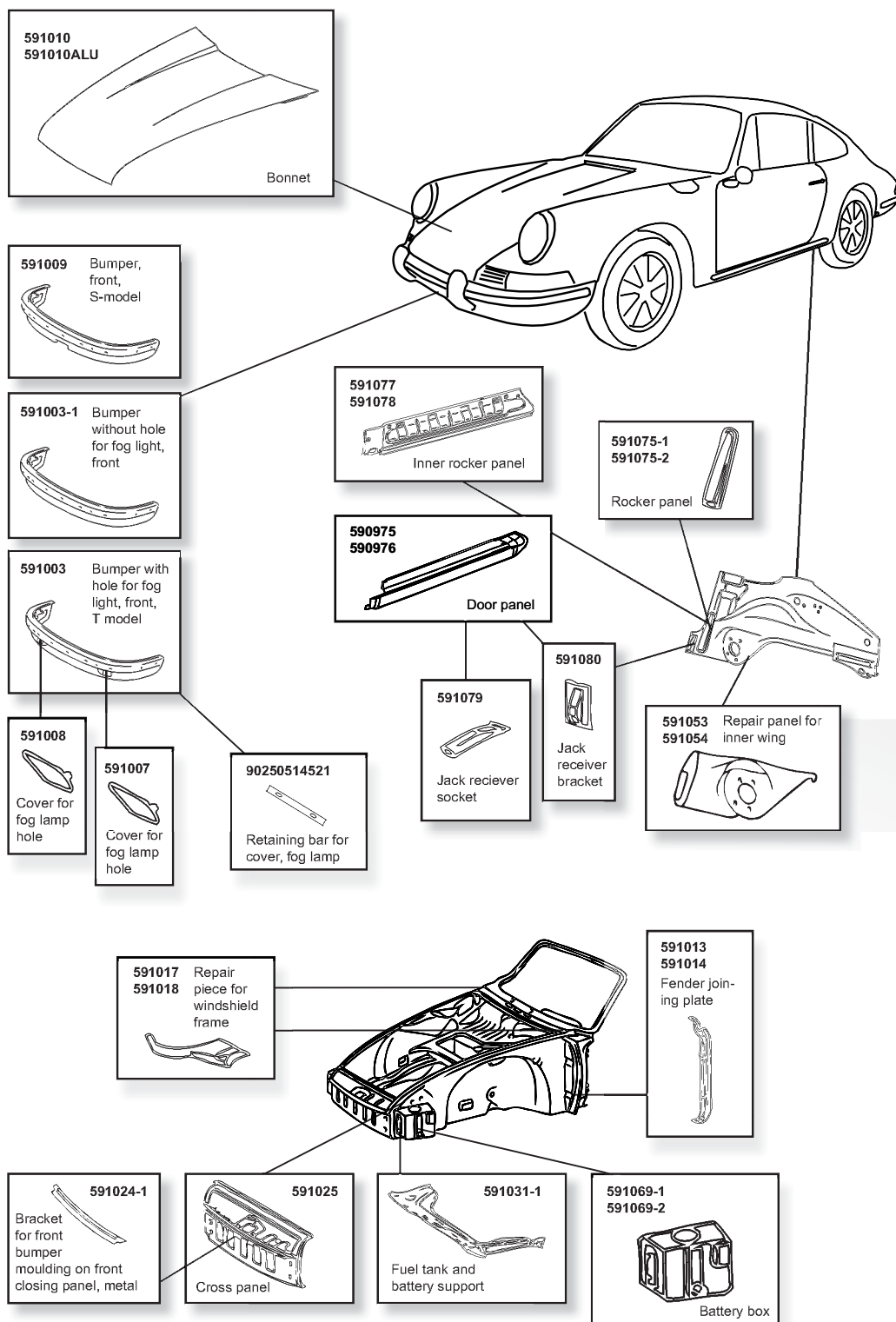
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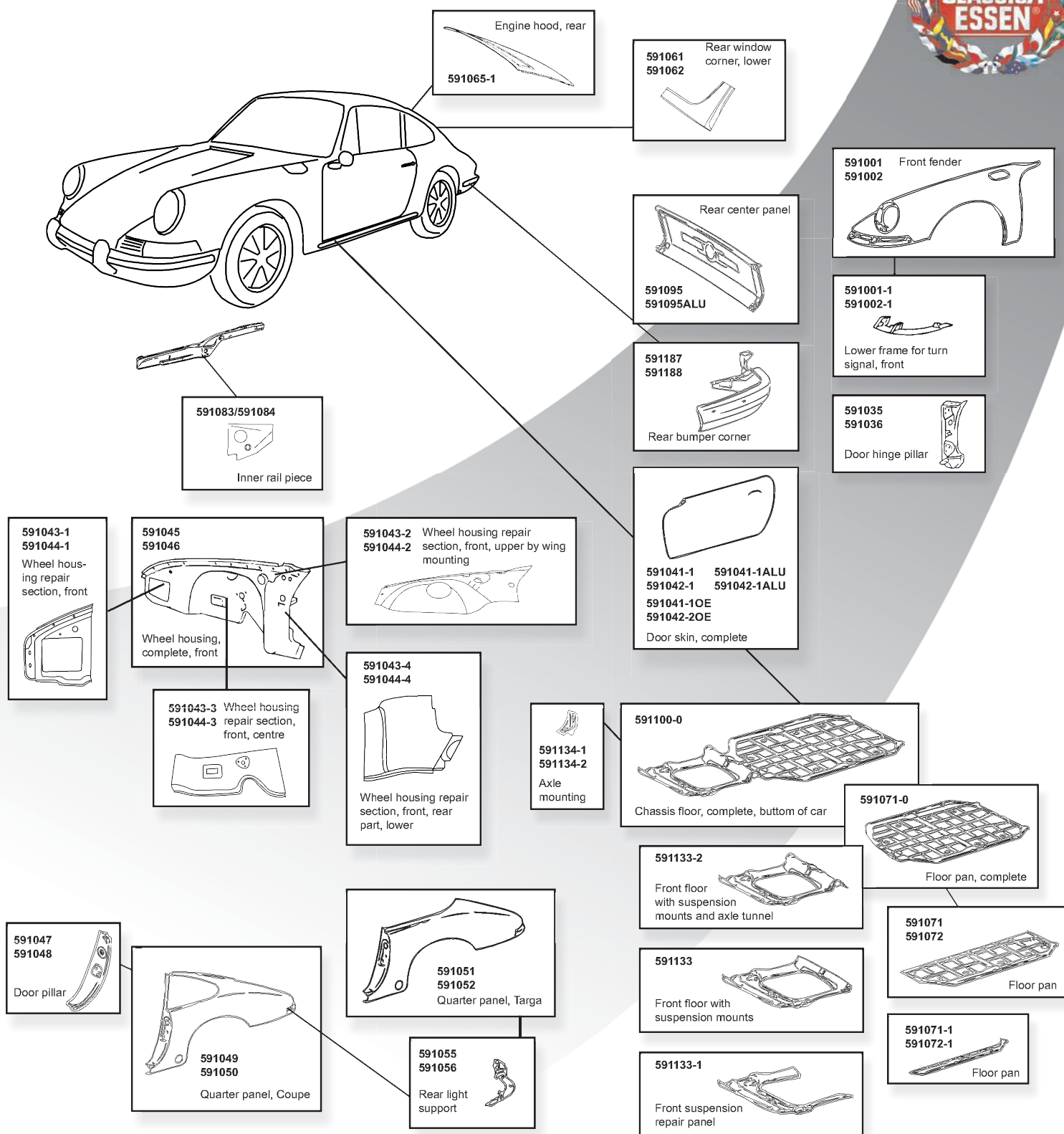


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# BACK IN THE FAST LANE

Want to know what 1000 horsepower feels like? We reached for the horizon in a couple of 9ff's finest

Words: Johnny Tipler

Photography: Antony Fraser



**W**here would we be without unrestricted autobahns? It's a rhetorical question, because, frankly, with my concentration buried in the controls of 9ff's white charger – the GTurbo 1000 – I couldn't care less. It's one of those "wouldn't be anywhere else" moments, the 1000bhp rush matched by my 1000-yard stare as I focus on the vanishing point, eyes focussed as far down the autobahn as I can see as the sparse traffic and scenery rushes up to meet me in a barely comprehended blur. This is the life!

Housed in a spacious workshop on a tidy business park near the airport on the outskirts of Dortmund, 9ff was set up by Jan Fathauer in 2001. Today he runs the business with his wife Frauke (that's where

the "ff" in the name comes from – and it looks conveniently similar to "911") and a staff of 14, focussed firmly on producing high-performance Porsches. There are at least 15 cars in the throes of tune-up and restoration, ranging from 997 to Jan's own 924 Turbo, scheduled to receive a 325bhp motor. Legacies of the supercar era are a couple of GT9s, low-slung, mid-engined wild ones being prepped for customers. I notice a spaceframe chassis under wraps, potentially the makings of another of these signature supercars. Output of all 9ff models totals an impressive 200 cars a year.

Jan's provided a couple of examples from his current line-up for us to try, the black and gold F97 GTronic 750 and the white the GTurbo 1000. They are almost from opposite ends of the 9ff spectrum, broadly akin to the difference between a 911 Turbo

and a GT2: one's a benign experience whereas the other is a rowdy one. Of the GTronic 750, he says, 'some details are very special, and it will be a show car first and then sold to a customer. It's twin turbo without any visible intercooler, because we put in a water intercooler so you don't need any kind of wing or special hose; we take out the air conditioner and use the place for the intercooler. It has a six-speed Tiptronic gearbox and it's four-wheel drive. It's got the flared fenders (wings) with the distinctive 9ff front panel and splitter, the rear wing and rear apron and side skirts, so this is actually a conversion that we sell quite a lot of, but which is not that well known worldwide. Most people think we do only 1000bhp cars, but this is a bolt-on 750bhp kit.' As well as discrete front splitter, broad air intakes and sill skirts the GTronic has a rear diffuser with







9ff's GTurbo 1000 spinning its wheels. Not difficult with an on demand 1000bhp. This car is based on a 997 GT3, primarily because that is what the customer provided. It is cheaper to modify the existing GT3 engine, than to fit a 997 Turbo engine

twin exhausts, two grilles either side of the rear valance and two in the back of the rear arches and a huge air intake on the front of them. Both cars sport vast rear wings, too.

Moving on, Jan outlines the spec of our second feature car. 'The GTurbo 1000 is based on a GT3 with twin turbos, so it's 1000bhp, and our conversion is also bolt-on, so it looks nearly stock, but it's got bigger modifications and that means it's more of a technically modified car – and it's rear-wheel drive only, no traction control, no PSM, it's a real driver's car! And today, I am that driver! Mechanical enhancements start with the brakes: you need to have the means to haul that much power back to reality when the 130kph signs come up. 'We upgrade the brakes and the suspension relative to the different weight set up, the gearbox has new ratios and stronger internal parts, and we use the GT3 race engine because it's the old Mezger engine and it's very similar to the 997 Turbo engine, but we have to modify many parts like pistons with lower compression ratio and camshafts with different timing, more for turbo and not so much for high-revving naturally aspirated work, and then

we have to install the complete turbo system, which means headers, turbochargers, intercoolers with other special intakes and the complete new exhaust system. We use the driveshafts from the 997 Turbo, which are really strong, and we use them in all our cars, even the 1400bhp cars, without any problems, and we have a better clutch, too. Last step is always the most difficult to adapt,

there's a handy digital indicator telling me which slot I'm in. However, I do have to operate the clutch and accelerator conventionally with each shift, and it does call for a strong clutch foot. Jan says the shifter has a reputation for 'long reliability, whereas a fully sequential 'box needs rebuilding after 50 hours.' There's no PSM (Porsche Stability Management) on the GTurbo 1000 – 'for the

## “ The GTurbo 1000 is based on a GT3 with twin turbos ”

Below: Mr 9ff, Jan Fatthauer. The 9ff workshop on the outskirts of Dortmund is bursting with projects, including 9ff's mid-engined Porsche based GT9 supercar in Gulf colours

and that's the electronics.'

The sequential linkage works very well; it's manufactured by a Czech company called SQS (sqsracing.com). It's an external attachment so there's no gearbox intervention, and it converts the standard H-pattern to a sequential shifting mechanism. It's simplicity itself to operate: six clicks back towards me, and one push forward to engage reverse, and

simple reason that the factory traction control is made to cope with 450bhp and not 1000bhp, so it wouldn't really work.'

But why not start with a 997 Turbo in the first place? Simply because in this case the donor car is a GT3 provided by the customer. 'And it's more economical to modify the GT3 engine than to exchange it for a Turbo engine, and the characteristics of the GT3 engine are





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more suitable for this kind of car, it's more GT3-like because it's higher revving, and it can do 8000rpm with the turbo engine. We like to do this conversion in a GT3 because in my opinion the GT3 is the nicest driving car in the whole 911 range. It feels light, it feels very direct and sporty, it's comfortable enough but it's not too much comfort. I don't like these limo style 911s like the Turbo.'

Does he favour any particular brand of tyre, given the huge amounts of power on tap? 'We have two brands that are our favourites. For the sporty drivers we prefer the Michelin Pilot Sport 2 for the street and autobahn because you have a good compromise of grip in hot, cold and wet conditions, and you also can use them on the track without losing out too much compared with the Cup tyres. For drivers who are using their cars 100-percent on the autobahn we prefer Continental ContiSport, because although they don't have so much high grip level they are good for comfort and noise and also straight driving which is a big thing in Germany, so these are the best tyres, and for all-round use on my car I would fit Continental tyres. Blimey! That's

what my 996 normally runs, too – except on this winter visit (late February) to north Germany it's wearing Nokian snow boots which are a legal requirement in these here parts. 'When you're generating that much power, the tyre is more significant, and that presents another problem, which is that your top speed also goes up, and so we need homologation from the tyre company to allow us to reach these high speeds, and this really is a serious issue for us, and only Michelin and Continental give us homologation for 360kph. All the others, like Bridgestone, stop at 300- or 320kph and that is not enough. So that shows us that their technology is much better, because if they can allow us to do 350kph and more they did a good job developing their tyres.'

The GTTronic 1400 is the biggest conversion they do at 9ff, based on the 997 Turbo Tiptronic from 2007 to 2009. 'The Tiptronic gearbox is made by Mercedes-Benz, and it's extremely tough. With this kind of power the manual gearbox would struggle to cope, so we have to have Tiptronic.' The complete body conversion comes with bumpers, side-skirts, engine lid and wing,

some interior parts, front and rear suspension, Supercup brakes, 20in OZ Superleggera wheels, and – here comes the clincher – a 4.2-litre twin-turbo flat-six, endowed with special crankshaft and bigger pistons and cylinders, developing 1400bhp. Although the GTurbo 1000 is a manual, Jan is a fan of Tiptronic. 'The Tiptronic is perfect because it is very comfortable to drive. If you have 1500Nm of torque, with a manual gearbox you need an extreme four-disc clutch to handle such a big amount of torque and that would make daily use a little bit tiresome. No normal organic clutch can handle this kind of power. It's quicker with a manual, sure, and for speed trial events a manual is better and quicker, but for ordinary drivers I prefer to offer Tiptronic.'

Jan selects wheels for his cars according to price, weight and aesthetics, depending on which model they're fitted to. 'Many customers prefer these OZ wheels. 19in is a stock size, but if you really want to have something different, then 20in is good, and the tyres work well with them, so you feel almost no difference in comfort and ride.

GTTronic 750. The 750, of course, refers to horsepower. 'Tronic' refers to the Tiptronic gearbox, a unit that is well-suited to the 911 Turbo



## NARDÒ NUDGE

The GT9 is off's showcase. 'We produced it for the world record, to have the first tuned car that can do more than 400kph, and in 2009 we clocked 409kph, 2s quicker than the Bugatti Veyron. The first GT9 was fitted with a narrow body, so it was low profile, smooth and aerodynamically perfect. The second version was a Club Sport with wider fenders (wings) specially made for track days and track use.' It's a bit lighter, despite the wider bodywork and on-board air-jacks, weighing in at 1400kg. 'We found out in 2004 at Nardò that at 388kph the 911's aerodynamic efficiency is really at its

end because of the angle of the rear window. And the 911 wheelbase is too short, and a lot of weight behind the rear axle is not good for top speed driving ability. From the side the whole body looks like a wing but the opposite way up, so if rotated through 180 degrees it would provide excellent downforce, so we decided to drop the roof 10 or 12 centimetres and make the rear of the car a little longer, to reduce lift in this area. We thought, if we make a big conversion with a lower roof then we can also turn the engine around to have a mid-engine chassis, and now the wheelbase is about 40 centimetres

longer with all the weight between the axles, which makes it very stable, so it's a really quick straight-line car that's also very easy to drive.' The plan was to do about 20 GT9s, but the 2008 economic crisis happened, and their US importer who'd ordered five cars went bankrupt and the Chinese importer only bought one car, so there are only six GT9s as yet. 'It's a real collector's car now,' believes Jan. 'People who own one drive it occasionally, but not very often, because they are collectors. Most of the time it's standing in their garage, and that's always a problem with collectors' cars.'

9ff cars all feature distinctive aerodynamics, the result of careful honing in the wind tunnel. 'We've been using the Audi tunnel in Neckarsulm. It's a very good one because they can test up to 300kph, but most of the others can only go up to 200- or 250kph, but what's special is they have a proper rolling road underneath the car and so the wheels are turning, while all the others are static, and you have a lot of turbulence from the wheels rotating and from the road surface under the car, so the Audi one is the most realistic.' A trip to the wind tunnel is an expensive proposition, however, and they book a slot and take three or four cars that are in the build stage by transporter to assess the best combination of aero parts. 'You cannot modify the cars in the tunnel; you can only change panels over, trying out different combinations and configurations till you get the best measurements. We don't do it that often, and a good test driver who has a good sense of feel for the car can measure a lot on the street with very elementary electronic tags in the car. You have adjustment for the ride height, and it's measuring the actual height of the car front and rear. We have a special electronic sensor that we can monitor on our laptop telling us the amount of lift and downforce at 200- and 300kph, and then we see if we can get more downforce, so it's very easy to test on the street.' A low drag coefficient is really important on a high velocity Porsche.

As the supply of donor Mezger engines dwindles, 9ff is using the modern 9A1 engine from the 991, and two of the 997s on hoists are having them adapted to fit. 'We have a 991 also with the same new engine on the dyno for electronic set-up,' says Jan; 'it's the future. The Mezger engine was one of the best engines ever, but now we have a

solution with the new one. And the Mark 2 twin turbo DFI engine with PDK is very smooth and elastic, and it's a good engine, maybe not as strong as the old Mezger engine, but for sure it's not worse. The Mezger engine is the legend that it is because of its strength, you couldn't kill it.' He indicates the engine room at the end of the workshop: 'All the engines we have over there waiting to go in the cars outside, they're all Mezger engines. We also did some 4.4-litres but they're always called a 4.0-litre S, and we can get nearly 600bhp from a naturally-aspirated engine at 9000rpm, in a car weighing only a little over 1000kg, and there's an immediate response. We always use double ring pistons like the best racing engines because then engines can have 50 or 60 hours' lifetime; my

something you can optimise, and this K24-750 is easy to install because you don't need water lines, you can take all the oil lines and oil reservoirs from the stock engine so it's an easy exchange, so it's good for small conversions.'

Jan describes his introduction to the marque: 'I'm from Bremen in north Germany, and my parents had a friend with a 911S 2.4, but he was not a really enthusiastic Porsche driver, and his car was standing for over 10 years in his garden under some trees. So then I bought this car from him, though the driver's side, which had stood next to a tree, was completely rusty, and this was how I started my work career on Porsche. It was my first restoration, and I sold it when I went to university to study automobile engineering,

“ We can get nearly 600bhp from an aspirated engine ”

philosophy is always to have reliable engines and I also prefer simple solutions.'

The GTurbo 1000 uses a Garrett GT1000R turbo, Pankl forged aluminium pistons, steel liners and titanium conrods with special 9ff cams, while the GTronic 750 is equipped with a KKK K24 turbocharger and free-flow intercoolers. Jan elected to use these particular turbos after trying several different permutations. 'Yeah, trial and error is normally how we do it. I've built about 500 engines in the last 15 years and I'm not sure if I ever made two identical; every one is slightly different. There's always

and then in 1994 I started working for Brabus.' Jan spent six years in the development department at Brabus. 'The company was much smaller with only 50 employees, and it was a very good time, but Mercedes-Benz is not my favourite car, so in 1999 I left and went to Ruf as an engineer for a year, and then my wife and I started our own business in 2001.' That accounts for Jan's particular fondness for the water-cooled 996 Turbos because they were new in 2001: 'This is my favourite car, because I started the 9ff company off with this model.' In 2004 they relocated a short distance to





Above: White riot! The seemingly blank canvas that is any sort of 911 lends itself to the army of modifiers, like 9ff, that work their magic on Stuttgart's finest. 1000bhp? No problem. Porsche provides the basic tools for 9ff to create something truly awe inspiring

Interior means business. Massive shifter dominates the sequentially converted gearbox. Clutch requires strong leg muscles. Below right: There's 1000bhp in there somewhere! Engine is based on a GT3 unit, with twin turbos and reworked internals

the present location. This was the occasion of the high-speed run in the annual *Auto Motor und Sport* magazine's top speed shoot-out at Nardò near Naples in Italy. 'We set our first world record at 388kph in the V-400 (marketed as the 840bhp 911-based GT9 – lapping Nardò at 387.9kph (241mph). 'I'm not sure if I would drive this car now!' he jokes. 'It was very dangerous; it was bumpy and we drove without any spoiler or any rear wing because of the drag coefficient, so although it had good aerodynamics the car was constantly drifting on the steering, with a minimum 5-degrees angle at 388kph!' It was a watershed moment. 'Since that time our philosophy has always been to break any kind of world record to give us a good marketing platform, and I would say it really works. So it's not only for my pleasure that I have a car which can do over 400kph; if you ask my wife or my two boys, they will say, "we want to go to Bremen, but let Mum drive because then we will be quicker!" Indeed, way quicker than Jan's other passion – bicycles. He was a keen racing cyclist before his interest in Porsches kicked in, and he built all the bikes for his team. 'My bikes were always the best because I did all the assembly work myself and we did quite well. They were built on the Gios Torino frames, and then aged 18 with a driving licence, all

this cycling knowledge stopped and I switched to cars. Now, 30 years later, I'm a bit of a collector of bicycles. I have maybe 20 or 30 bikes, all from the '70s and '80s.' I mention that our Dear Leader is of a similar persuasion, and Jan offers to swap notes, if not bikes.

9ff's staff are divided into the 11 young technicians busy in the workshop and three admin in the office – including Frauke (Mrs Fatthauer) and two small terriers. All the mechanical and assembly operations as well as bodywork creation takes place on site. 'We have a small bodyshop in the back where we fabricate all the glassfibre and carbon-fibre. Our welding area consists of two rooms, where we make all the headers, exhaust systems, roll cages, tube frames for the GT9 chassis: we do everything in-house.' Jan thinks that supercars like the GT9 have had their day and there's more of a market for cars like the GTronic 750. The GTurbo 1000 is sold as a complete package – so the whole specification is one fully spec'd car, whereas the GTronic 750 can be specified to order with as few or as many mods as you fancy – or in my case, what I can afford. For instance, I could opt just for the bolt-on engine conversion without internal modifications, or a different transmission, upgraded brakes, bigger wheels and uprated

suspension. Same with the bodykit: I could specify just a front splitter, though as Jan says, 'then it's not a GTronic, but you can buy only the front lip because you like the look of it that way.' Four-wheel drive luxury and two-wheel drive mental.

Now to put them to the test. Thanks to Peter Meissner, 9ff's in-house snapper and PR guy, we take the cars to the F&T LaSiSe test track at Selm, a couple of dozen clicks north from Dortmund. In the normal course of things you're more likely to be sharing track space here with trucks and tractors as it belongs to Forschungs & Technologiezentrum LadungsSicherung Se Im GmbH (Research & Technology Centre for cargo securing Selm), F&T LaSiSe for short, specialising in lorry logistics and agricultural vehicle research, and funded by the EU. Count me "in" on that one. I slide into the black-and-gold F97 GTronic 750. A button on the door console makes the exhaust note louder or quieter, and just driving it away from the factory it's booming like a bittorn, so I press the quiet button to make it less obtrusive. It's a firm ride, though agreeable in a business-like fashion. There's masses of power on tap, above and beyond the normal expectation of a turbo 911. The boom comes when I back off when it's on over-run, so when I floor it the boom is







replaced by a snarling roar, and then I back off and the boom comes back. So it's a rev thing, below 2500rpm. But a surreptitious jab of the right foot on the accelerator sends the revs soaring round to 5500rpm and the car jumps out of its skin. The further I go the more attuned to the car I become, and the blissful power and mellifluous gear changes are very seductive. It corners beautifully flat and is absolutely controllable.

Not only are we able to sample super-swift on the autobahn, we can really lean on the suspension on the uninterrupted test track, and we've got a wonderful smooth Tarmac

character is immediately evident as I hoist myself into the cockpit over the door bar constituent of the roll-cage scaffolding. The whole sensation is of a firmer, more acute suspension in a more sports-orientated attitude rather than a dedicated highway approach. The comprehensive roll cage is not so intrusive but I am aware it's there, defining the pugilistic potential. I'm a lot more attentive about the controls than I would be in the black car; the whole driving experience is more of an operation. The controls are all at odds with one another: I need a strong left foot because it's a stiff clutch, whereas the brake pedal

dash where the Sport Chrono clock used to be. The thousand-horse monster has way more attitude, defined by greater power, louder noise and a more track-focussed turn-in and handling, manifest as I swing it around the same course as its well-mannered sibling. If it's extrovert full-on performance you seek, look no further!

We leave the test track and hit the autobahn for the blast back to base. It's here that I taste the incredible power of 1000bhp. It's like a rampant stallion kicking its legs in the air and taking off at a flat-out gallop, the closest I'll get to emulating the rearing horse on the Porsche coat of arms. An instantaneous kerrr-powww...and I am surging down the straightaway like a guided missile, working the shifter swiftly through the 'box into 6th. I search for terms of reference; Ruf's CTR-3? A more civilised proposition, though I saw 200mph in one at Bruntingthorpe. A JZM-tuned 997 GT3 with similar SQS shifter that I handled at Silverstone is getting there. And I have driven an F1 Prost-Peugeot AP03 3.0-litre V10 with similar output at Circuit du Var, but that truly was a wild animal in comparison with the GTurbo 1000 where you immediately appreciate the power on tap, but it's harnessed, controllable, nailed down, which in a 20-year-old F1 car is not the case at all. No, the GTurbo is a fabulous piece of kit, a devastating performer at every level. Its serene sister is the antidote, the warm-down, though no less rewarding in its own right. I really am back in the fast lane. **PW**

Above left: Interior of the GTuronic 750 is rather more civilised. Engine work is bolt-on including two KKK K24 turbos. Tiptronic 'box more than capable of handling the power

“ An instant kerrr-powww...and I am surging down the straight ”

surface to play on. Peter clears our presence with the stewards, and we're good to go. Pretty soon, me and 9ff's chief mechanic are blatting around the infield loops and skimming between the lorry cobbles on the rustic back road. It's a car journo and snapper's heaven. Here I can lean on the GTuronic far more than I could on the open road, and it's beautifully taut, yet supple, as I glide it through the turns. The white car is quite a different kettle of fish, fundamentally because it is rear-wheel drive and manual transmission, aside from possessing 250bhp more. Its hard-edged

doesn't need too much effort to slow it, but I need a delicate right foot because the power spins up immediately, and on the other hand I need a firm hand on the shifter. Each shift is accompanied by the characteristic exhalation of the wastegate blow-off valve, and there's incessant popping and rumbling on the over-run. There aren't quite enough gears to be able to play a tune, but it manages half an octave. The boost button is just ahead of the gearshift and I've got sport mode and boost control for the journey back to the garage. The boost gauge is located atop the

#### THANKS

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# £10K PORSCHE? YES – SERIOUSLY!

A Porsche for £10,000? Yes, seriously, and such a figure will still – just – get you into a 911. Below that, there's no shortage of good Boxsters, front-engined 924s, 944s and Cayennes around. Here the *911&PW* collective choose their top £10k Porsche buys. Prepare to be persuaded

Words: Brett Fraser, Steve Bennett, Johnny Tipler, Adam Towler, Jeremy Laird, Chris Horton, Keith Seume  
Photography: Antony Fraser



Ten thousand pounds. It's still a fair chunk of money, but not in the world of Porsche, or so you might think. Well, we beg to differ. £10k will still get you a lot of Porsche, not quite as much as it would a few years ago, when even air-cooled 911s were abundant at this price point, but check out the gathering below: Each and every one a £10k or below car and not a shed amongst them. And yes, even that smart looking 996 C2 is a £10k 911, although we would caution anyone to move fast if you're looking for rear-engined thrills because that boat is sailing fast.

Not to worry, though, there's plenty of other Porsche metal at this price-point, both modern and classic. To prove it the *911&PW* collective has been out and found

what they each consider to be the perfect £10k or under Porsche and, in the following pages, will argue the case for said machine with passion and persuasion.

Of course, running a cheap Porsche is not necessarily for the faint-hearted. You might be able to afford to buy, but can you afford to run one? Many Porsches have fallen by the wayside for this very reason. Such cars tend to be hanging on by their finger tips now, and rather below our budget here. No, we're confident that £10k will get you a good, serviceable Porsche. Trust us, we wouldn't lead you anywhere that we weren't prepared to go ourselves. And if you know anything about the *911&PW* team's collective Porsche buying history, then you will know that you're in good company (or not, as the case may be)!







Words: Brett Fraser

**PORSCHE 996 C2**

# THE REAL 911 DEAL

Straight in with the best first? Well, £10k 996s are becoming scarce, so don't expect a perfect car at this price level, but they are out there. Move fast, though, the 996 boat is setting sail

**Q**uick-fire word association round: no hesitation or deliberation, just the first thing that pops into your head when you read the following... Fish and...? Cats and...? Porsche...? Sorry, say your answer to the last one again. Yes, you're right, the answer is 911.

The answer doesn't always have to be 911. Sometimes it's 944. Or 928. Or Boxster or Cayman. Yet for most of the people, most of the time, when you mention Porsche a vision of the iconic 911 shape materialises in their mind. The 911 is the archetypal Porsche, the enduring sports car design, Ferry's gift to the world that keeps on giving decades after its demise was predicted and plotted. It's the perfect representation of the marque. And it's definitely the appropriate destination for the £10,000 you're about to spend on your first Porsche.

You will, however, have to be quick about it. Very quick. As my esteemed colleagues will gleefully point out, I'm sure, the day of the £10K 996 has barrelled through dusk and

twilight and is careering rapidly towards midnight and the status of 'once upon a time'. A year ago your problem would have been which of very many 996s you should go and see; now it's more a case of actually finding one within budget.

And yet they are out there. Admittedly many of the ads will include the terms 'Cabriolet' and 'Tiptronic', the latter perhaps

whatever 911 you buy for this sort of money, you're taking a gamble. High quality cars are what have driven the 996 market upwards on the tail of the air-cooled rocket, leaving examples with a less robust provenance to populate the more affordable arena. That's not to condemn every £10K car, merely friendly advice that you should take great care when buying one. Do your homework,

“ Whatever 911 you buy for this money, you're taking a gamble ”

more off-putting than the former. So you'll have to invest some serious time in your hunt for a worthwhile Carrera 2 coupe, and diligently check the classifieds at least once a day (although if you're like me, you've probably already turned that little task into a major addiction).

You'll also need to confront an ugly truth:

read all the forums, prepare a list of questions to take with you, befriend a Porsche expert if you can. Remember that buying a 911 these days will consume your entire £10K budget, leaving you without a slush fund for potential 'issues' – because there's no hiding the fact that pretty much any 'issue' on a Porsche is going to

## **The 911&PW verdict**

Porsche's brave new 911 world when launched in 1998. Has been through its rough patches and there's way too many strangely appointed cars out there, but good, well spec'd Carrera 2s is where the market is

## **What to pay?**

£10,000 is your absolute minimum. The car featured here is a bonafide £10k machine, bought just six months ago, but even in that time the market has moved on. The cars are still out there, but for peace of mind, and sheer availability, then adding a bit to your budget will help





involve considerable expense.

But hell, life without risk would be crushingly dull. And if we can err on the side of optimism here, when you pick yourself a good 996 then the rewards are so very, very worth it. The 996 shape might not have been universally applauded when the car was launched back in 1997, but age and familiarity have revealed it to be eye-catching and worthy of the 911 badge on the engine cover, and you're unlikely to tire of seeing one parked on your driveway. And all your neighbours will notice is that it's a Porsche, regardless of its age or value, because the 996 captures the essence of the 911 just as keenly and just as relevantly as any of the more modern iterations.

Fan though I am of air-cooled 911s, the 996 gives you most of the good bits of the traditional 911 driving experience but far fewer of the old car compromises that might discourage you from using it every day. True, its steering is lighter than ideal when you're hustling hard down back roads, yet it still wriggles and writhes and connects you faithfully with what's happening down there at the tyres' contact patches and dials you in solidly to the chassis' movements and moods. And you may well prefer it to the current electrically power-assisted steering setup of today's 911. Compared even with the 993, the 996's handling and ride are a quantum leap forward; it's comfortable yet lively and thrilling, and doesn't feel completely overshadowed by Porsche's latest offerings.

In fact, with fewer and less sophisticated driver's aids than modern 911s are saddled with, the 996 makes you feel like a more important component in the process of ripping down the road unfeasibly fast; it's you and your car taking on the highway, rather than you, your car, a space-mission's worth of computers and a big room full of boffins. And that's without seeming in any way old-fashioned, despite the chassis making you acutely aware of the fact that the engine is less than ideally located. Nor does it seem slow. Some older sports cars

can feel of their era, but the 996 remains on the pace, even now.

Spec sheets might contradict that assertion, but on regular roads the performance difference between a 996 and a 991 won't leave you despondent, while you may find yourself enjoying the older car more because it places more trust in you behind the wheel. Sure, it can be challenging, but that's all part of its appeal. That and its fantastic, evocative engine note.

I fully get the alternative choices made here by the rest of the 911&PW team. Well, except for Mr Horton's nomination of the cronky old 924... Mr Tipler's modified 924, however, has huge allure despite its impracticality, and as a 986 Boxster S owner, I know how closely the mid-engined roadster can run against the 996, and I prefer it to the 987 Boxster. Editor Bennett's 944 S2 is such a sweet handler, while the Cayenne has the heart of a Porsche even if it has the face of a warthog.

But here's the thing. Spend your £10K (or less) on any of these Porsches and then six months later you'll be asking yourself, 'why didn't I buy a 911?' And by then it'll be too late because the prices will have risen out of reach. Right now is your last chance to buy a ten-grand 911: use that chance wisely.



Above: It's a 911, say no more. Brett at the wheel. That engine! A 3.4-litre, 300bhp flat-six in the case of this early 996. Yes, it has its problems, but as time moves on these are becoming scarcer as bad cars fall by the wayside and good cars are updated and fixed



### 911 CARRERA C2

Engine	3.4-litre water-cooled flat-six
Power	300bhp @ 6800rpm
Torque	258lb ft @ 4600rpm
Transmission	Six-speed manual or five-speed Tiptronic
Brakes	Ventilated discs and four-piston calipers
Wheels/tyres	Front: 7.0J x 17 with 205/50 tyres Rear: 9.0J x 17 with 255/40 tyres
Economy	25mpg
Top speed	174mph
0-60 mph	5.2 seconds





Words: Steve Bennett

**PORSCHE 944 S2**

# FULL FRONTAL 944

For years the starter Porsche, the 944 now shares that accolade with the Boxster. However, they are chalk and cheese and the 944 has always made a case for itself as a gutsy, big-engined, rear-drive machine

**I**t would be very easy to start ridiculing my colleagues and their £10,000 Porsches of choice, but the truth is, as the originator of this exercise, I was just pleased that the concept of a decent £10k Porsche is still achievable in a world where Porsche prices seem to be going a bit stark raving mad. But then here at *911&PW*, we've always operated in a slightly parallel universe.

So, I would be quite happy with any of the cars that turned up, frankly, yes, even the Cayenne, and a V6 one at that. As I looked beyond the fence and the trees separating the Longcross test track from the M3, at the thickening afternoon traffic, I reckoned that Keef's easy cruising Cayenne would be the perfect conveyance for the drive home. And then Tipler's 924 Carrera GT replica came howling past on a hot lap. The perfect £10k Porsche track day machine? Better probably than risking yer GT3. Towler and Laird's respective 987 and 986 Boxsters were both prime cuts of Porsche and semi mid-engined exotica to

boot, while Horton's 924S is a solid if slightly scruffy example. But hey, as CH is quick to point out, it only cost £600 and 924S prices are flying at the moment. Brett's chosen 996? Well, it's a 911 and it's the last 911 that will ever cost £10k. What have we been saying for some time?

Which brings me to my candidate for

have thought it?

Of course, I am a great fan of the 944. My first ever Porsche was a 944 and I still have one in the shape of a 944 Lux, a car that is becoming rarer by the day, thanks to arriving at banger status long before the 944 S2 and Turbo. Indeed the Turbo is now some way beyond the £10k range, while

## **The 911&PW verdict**

A Porsche of its time and appealingly different to the current Porsche line-up and direction. Still cuts it in the modern world and makes an air-cooled 911 feel very classic indeed

“ The 944 was, for many years, the default sub £10k starter Porsche ”

cheap Porsche motoring. I could, of course, have pitched up with my own 996, but that would have left a 944 gap in the proceedings, which would have been ridiculous. The 944 was, for many years, the default sub £10k starter Porsche, but now it finds itself sharing that space and, in some cases has been usurped, with Boxsters of all types. Who would

good 944 Luxes are encroaching into S2 territory. And it's an S2 that I have managed to source for today's gathering.

Quite often with these things, the drive is somewhat limited and occasionally memory plays its part in the evaluation. Not this time. Sourced from Porsche specialists, Auto Umbau (thanks to customer Andy Rogers), I collected this S2 the day before

## **What to pay?**

While exceptional 944 S2s are beyond £10k, and Turbos are pretty much out of range, you can get a very good S2 for this sort of money. Car driven here is valued at around £7500. A good 944 Lux starts around £5000





our gathering and put a good few miles on it getting home, before picking up Dep Ed, Brett, the next morning and heading off for a 150-mile rush hour drive to the Longcross test track, involving the horrors of the A12 and the M25, before returning it to Auto Umbau's Bedfordshire base later that day, which meant back on the M25 and a stretch of the M1. In short, hostile, real-world driving conditions, that will expose any sub standard car, Porsche or otherwise. You know where this is going, don't you?

Well, actually, at this price point, and with plenty of rosey 944s still out there, it could go one of two ways. A bad 944 is a horrible thing to drive, but this late (identified by the bridge spoiler) model S2, with 135,000-miles on the clock, was a delight. The 944, with its big-banger, 3-litre four-pot motor is prone to spreading its bad vibes through the bodysell, exacerbated by the rigid coupling of the engine to the gearbox via a torque tube. Any tiredness in the engine (fluid filled for damping) mounts or the gearbox mounts will have the body shell zinging and buzzing. Not with this example, which felt super-solid. The engine was equally super-smooth and in modern terms rather unique in its big capacity, four-cylinder layout, which sounds big and brawny if not quite as exotic as the flat-six cars here. But it makes up for that with gutsy power delivery from 211bhp and a torquey 207lb ft at 4000rpm, which wipes the floor with the peaky Boxster 987 2.7 and its 192lb ft at 4750rpm.

It's this sort of lugging power that you can feel on the road, and means that you can keep up with all the turbo diesels and equally prevalent petrol turbos that all seem to produce their peak torque from about 1500rpm. The 944 S2 combines its grunt with strong, 16-valve style top end bite, in a way that the 944 8-valve, 2.5-litre Lux just doesn't. Indeed, the Lux will pull heartily and then just sort of runs out of puff!

This S2 impressed, too, with its handling and ride quality, thanks to recent new

dampers. It glided over familiar roads that have plenty of modern, big-wheeled Porsches crashing and banging. Ironical given that, in its day, the 944 was considered to have a quite uncompromising ride. Meaty steering and a solid gearshift add to the 944's involvement quota.

And it handles, too. Not for nothing was the 944 S2 *Autocar* mag's Best Handling Car of 1989. And all those attributes are still in place today. The transaxle balance is legendary and the S2 is a car that you can really get to grips with and push hard, safe in the knowledge that it's not going spit you off the road. Everyone raves about the 968 Club Sport. Well, it would have been nothing without the 944 S2.

With Porsche ever more unlikely to make a front-engined sports car again, the 944 becomes ever more the curio, and an enduring one with it. I've not been without one for 15-years now, which I guess is a recommendation of sorts. I'll probably still stick with my simpler 944 Lux, but I have to concede that the S2 is an impressive performer and this a solid and sound example. Market value? About £7500. A bargain.

The 944 has been a sleeper for too long. Turbos are out of range, but the S2 is right in the sweet spot and being dragged behind the Turbo, which in turn is being pulled along by air-cooled cars. Don't wait!

Above: Porsche don't make cars like this anymore. The big-banger 3.0-litre, four-cylinder engine is an interesting curio in these days of engine downsizing, and has a character all of its own. Bennett (top right) is no stranger to the 944 having owned more than he cares to count or – more likely – remember



## PORSCHE 944S2

Engine	3.0-litre 4-cylinder
Power	211bhp @ 5800rpm
Torque	207lb ft @ 4000rpm
Transmission	5-speed manual
Brakes	298mm vented discs front, 299mm rear
Tyres	Front: 205/55 ZR16 Rear: 225/50 ZR16
Economy	27mpg (combined)
Top speed	149mph
0-62mph	7.1 secs





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Words: Jeremy Laird

## PORSCHE BOXSTER 986 3.2 S

# THIS IS THE MODERN WORLD

Porsche's first stab at a truly modern roadster was a master stroke and the world couldn't get enough of the Boxster. Former Boxster owner, Jeremy Laird, pulls no punches in advocating his £10 Porsche

**F**ace it, Porsche fans. Most of these cars are sheds. That's what £10k buys you in the current reality. A shed. Except when it comes to 986 Boxsters. £10,000 is a lot of money for a 986 Box'.

Grudgingly, I concede £10k is also a tolerable budget for an early 2.7 Boxster of the 987 persuasion. But more on the 986's nemesis in a moment. First, let's kick all those rolling restos into touch. The 924 pairing and the 944 are very old cars and, while I can see the appeal and love the sense of weapons grade engineering these cars deliver, not to mention the delicious control weights, my priority is a usable car, not a rot box. Next!

There was a rumour that a 928 might be in attendance, but at this money there was nothing capable of dragging its sorry self to the test track. As for the 996, nice try, Brett, but I'm afraid the market has moved recently and £10k is now sheddy 996 money. As for the Cayenne, well, I'll pass on a tiring, tarted up Touareg.

Ultimately, then, it comes down to 986 versus 987. The ur Box' versus the sequel. The first thing in the 986's favour is that £10k is a big number for a 986 and gets you all but the silly-money cars from dealers prone to pass off punitive pricing as exceptional quality.

Thus you can snap up a spotless, low mile 986 for the same price as a mediocre

both engines are absolute peaches. Indeed, if you insisted on giving the 987 the edge in that department I wouldn't necessarily agree, but I'd let you have it. That's because the 986 scores so heavily in other areas. For starters, it's the purer, less contrived design. It's not trying to be aggressive or snazzy. It's just trying to be a sports car and it's got more Porsche in its

### The 911&PW verdict

The Boxster is a piece of mid-engined sports car genius. Its ubiquity means that we take it for granted, but thanks to that ubiquity it is plentiful and a bargain to boot. And with the new Boxster going four-cylinder, the flat-six cars will become ever more sought after

### What to pay?

If you maximise your entire £10k budget, then you will score yourself a very good 986 Boxster, indeed. Perfectly solid cars are available for a good deal less, but much below £6000 and you're starting to look at potential trouble makers

“ Ultimately, then, it comes down to 986 versus 987 Boxster ”

987. You also get your pick of the 986 engines. Fancy the run-out 3.2 with 260hp? No problem. With the 987, the 3.4 out, though the first generation of that engine has a terrifying enthusiasm for lurching its own bores. No great loss, then.

Anyway, a £10k 987 means either 2.7 or, at a stretch, a leggy, battered 3.2. To be fair,

bones than the luxed-up, soft-touch 987 and by some margin.

That applies to the driving experience, too. The 986 isn't a car that rams its character down your throat. But if you give it a chance, you'll realise this is the real deal. It's a transparent, faithful and entirely analogue (well, nearly) driver's





car of the highest order.

It starts with the steering. It's a little light and over assisted, but the rack is linear and the feedback completely genuine. It's not a millions miles away from a 964 C2, actually. Then there's the brake pedal. It's not quite as firm as I would like. But it still requires a proper shove and both millimetric modulation and detailed feedback are on offer. The shift as standard is merely OK, but that's an easy fix.

The only thing in terms of primary controls that lets the side down is the electric throttle on all 2.7-litre and 3.2-litre cars. But then the 987 also has that. The newer car also has an awful, mushy, modern-style brake pedal and a variable ratio steering rack that's geared to make the car feel pointier than it really is. It's not that the 987 has bad steering. It's just that when you get right down to it, the variable ratio bit is contrived.

But the real kicker comes down to that intangible, elusive specialness, what you might call the sense of the machine. Air-cooled cork sniffers won't believe it, but the 986 has that in spades and every bit as much in its way as an old 911. In part, it's the ability to communicate character and specialness even at low speed in a straight line. And it's that ability, or lack of it, that is the 987's biggest failing. Objectively it's a better car. But in the quest to make it feel more upmarket, Porsche hacked out too much of the machine. At low speed in a straight line, you could be in almost anything modern. It's too filtered, too bland, too generic.

Up the speeds and the gap closes, admittedly. The 987 does come alive a little and the 2.7-litre engine in Adam's effort is a delight. But so is the more muscular 3.2-litre lump in the lovely, original, un-Barried 986 Box' kindly provided by Paul Munn. More to the point, Munn's car has a flow and a gait down the road that's been lost with the newer 987. The difference here is that the 986 feels more mid-engined, you

really sense the mass behind you. In the 987, it's all too neutral, too competent. At the same time, the 986 doesn't feel as clumsy as a 996 Carrera occasionally can.

I love the rear-engine thing both in old 911s and in the modern GT cars with their iron-fisted body control. But in a bog standard 996 Carrera, the flawed weight distribution sits oddly in an otherwise modern package. You have to drive around the weight imbalance where in the 986 you get all the pleasure of feeling that mass behind you, the lightness of the nose under acceleration, all the dynamic advantages in terms of things like traction. But you get that in a simply superior handling package. If you want a car with somewhat road-orientated suspension as opposed to something like a more focussed GT3 chassis, the 986 is by far the better compromise.

As it happens, I can say all of this with confidence because I used to own a 986 and now I own a 987. The 986 was a lowly 2.5. The 987 is a 3.4-litre Cayman. The Cayman is objectively miles ahead of my old Boxster, but it simply cannot compete for character and flow and sense of the machine. So, in the sub-£10k category it's simply no contest. If you want a nice, easy to operate modern sports car, buy the 987. If you want a great Porsche, buy a 986 Boxster.

Above: The Boxster was, and is, a solid slice of mid-engined handling genius for no money at all in the great scheme of things. Top right: Our man Laird makes a combative case for the Boxster. Basically, we're all wrong and he is very much right!



### 986 BOXSTER 3.2 S

Engine	3.2-litre flat-six
Power	260bhp @ 6200rpm
Torque	229lb ft @ 4600rpm
Transmission	6-speed manual or 5-speed Tiptronic
Brakes	318mm ventilated discs front, 299mm rear
Tyres	Front: 235/40ZR18 Rear: 265/40ZR18
Economy	24.2mpg, combined
Top speed	165mph
0-62mph	5.7 secs





Words: Johnny Tipler

## PORSCHE 924 CARRERA GT REPLICA

# RISE OF THE REPLICA

A trackable front-engined GT with attitude at a fraction of the price of the model that inspired it: the 924 Carrera GTS replica shows that there are many ways to spend your £10,000 budget and it's typical Tipler!

**G**ran Turismo! What a concept: GT – it works on every level; style, sophistication, freedom, and engineering excellence. Misused by mainstream makers and stuck on tweaked tin-tops, the epithet truly belongs to the sporting giants.

In this instance, I'm expounding the virtues of a trad Grand Tourer, and not just one of Porsche's own front-engined models but a competition variant built in small numbers in the Weissach skunk-works. Say hello to the 924 Carrera GTS, one of Porsche's rarest Carrera models and certainly the only Carrera that's front-engined. What we have here is a superb rendition of that model because, of course, at the £10K cut off, it couldn't possibly be the genuine article. But still, having featured a couple of Carrera GTSs for *911&PW* in the past (courtesy of Russell Edmond-Harris and Specialist Cars of Malton) I can wholeheartedly endorse this replica as a fair representation of the real thing. For starters, like the real McCoy, the front and rear wings and wheelarches, front and rear

valances and bonnet are all in glassfibre, shrugging off oodles of weight in the process to make for a sprightlier car. It even boasts the correct Carrera graphic along the top of the front wing. Just look at that fabulous greenhouse hatch, the best-looking rear window this side of the Jensen Interceptor. And guess what, it's made of Perspex. The

you-think-you're-hard-enough' bonnet air-scoop and four turbo vents above the front panel. Instead of the 'elephant's ears' door mirrors of contemporary 924s and 944s, the Carrera GTS sports smaller, squarer ones, and inside the cabin it's race-car austerity personified, with basic roll-cage – minus door bars – three-spoke Momo sports steering

“ At the £10k cut-off it couldn't possibly be the genuine article ”

side and rear three-quarter windows are all in Perspex, too, losing yet more pounds, and the door windows feature small sliding panels that flip neatly backwards and forwards over tiny ball-bearings. These provide ventilation as well as a means of communicating with the outside world.

This GTS pastiche totally looks the part with its faired-in headlights and 'bring-it-on-if-

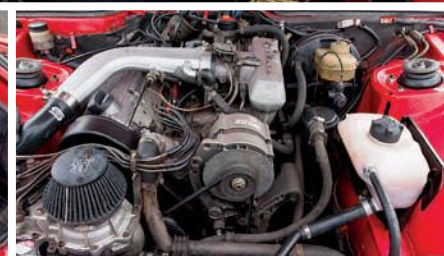
wheel with jocular Volkswagen horn press, and fire extinguisher. As a concession to creature comforts there is carpeting in the front footwells, while the NOS Sparco race seats are swathed in Sparco four-point harnesses. Just 59 examples of the Carrera GTS were made, including 15 Club Sports, and 17 of the race-specific GTR. So our GTS tribute is treading on hallowed ground here,

### The *911&PW* verdict

A tricky one this. With so much race history and heritage, and with Porsche's own history of dipping into the the parts bin and mixing and matching components, there's no point in being precious about replicas, especially when based on a humble 924. So, as far as we're concerned, for £10k anything goes and we love this pseudo racer

**What to pay?** Almost impossible to quantify, but £10k seems more than reasonable to us in view of the work that's gone into it





and that's a strong reason for selecting it as my candidate in the Ten Grand Trophy. It's good enough to hoodwink a number of aficionados – though that's not my intention, which is, rather, to emulate the look of a car that started out with humble beginnings and, thanks to Weissach heroes Jurgen Barth and Roland Kussmaul, went on to take a brave stab at race-winning glory during 1981 and '82 – longer in the States – though somewhat flawed due to a tailing off of factory interest and the resurgence of the 911 as a competition car.

So what's the story? The car is on sale at Cotswold Porsche Specialists of Toddington, Gloucestershire, priced around our notional cut-off for this feature. As proprietor Lee Jones says, 'the owner ran a bodyshop and set about creating a 924 Carrera GTS replica, based on a standard 924 fitted with a 924 Turbo drivetrain.' The standard 924, which represents the nucleus of the car you see here, was a much newer rust-free shell requiring no welding. 'The donor engine and transmission is a gen 2 924 Turbo, fitted with an intercooler, and it's yet to be dyno'd but I'd expect it to make about 200bhp.' (A 924 Carrera GT is quoted as making 210bhp, a GTS 245bhp.) The work list on this car also includes a torque-tube rebuild, brakes stripped and calipers repainted. Brakes are drilled and vented discs fitted with EBC Yellow Stuff pads all round. The rear suspension was stripped down, shot-blasted and joints poly-bushed, augmented with 968 MO30 ARB and Bilstein dampers all round, and at the front we find 944 Turbo bottom arms with castor adjustment, reconditioned steering-rack with new gaiters, and crossmembers shot-blasted and painted – totting up to a handsome £20K. As Lee says, 'it was sufficient to cause the owner – who'd done the bodywork himself – to emigrate to Australia.'

Well, that's his loss, because we've had a ball driving it. 'It's not race prepared, and it was simply intended to be a fun trackday car,' says Lee, 'and in fact this photoshoot is its first time out on a track.' Buckled up in the

snug-fitting Sparco seat and harness, I take the Carrera GTS lookalike out. The suspension is low down and dirty, the ride hard. There's no power steering so I haul it into the turns, getting quicker as it all warms up. After a tour round I'm riding the banked bits high up around the rim on a steady throttle, a slight lift bringing it into line, though it steers true, grips well. There's a fair turn of speed along the straight, too. It's a well-focussed trackday car with solid feel and reliable componentry. Lee has a turn behind the wheel, too: 'It's nice to have half-a-dozen laps, and it handles surprisingly well once I get some heat into the tyres; I can't get enough of it!' Maybe he won't actually get around to selling it...

As well as a fair take on the historic race scene of some 35 years ago, there's a practical purpose to its selection here, too, as this replica also has the credentials to get you out on a classic rally such as Tour Britannia and, given an FIA pass, the Historic Monte as well. Great on track, possibly tolerable as a day-to-day road car, too. Don't fancy the racer paraphernalia or image? A regular 924 Turbo (180bhp) would do the trick. But here's the clincher: as I explained last month in Tried and Tested, a pristine example of the real thing is on sale for £190k at Specialist Cars, so you can either crack on up to Malton, or buy this one, which has been put together really well, for a 20th of that!

Whatever your views on replicas, it's impossible to ignore this 924 Carrera lookalike. Just like the real thing it is fantastically aggressive with its bulging arches and replica Fuchs. Top right: Tipler at the wheel. Well, you didn't expect him to turn up in anything half normal did you?



## 924 CARRERA (REPLICA)

Engine	2.0-litre 4-cyl turbo
Power	210bhp @ 6000rpm
Torque	207lb ft @ 3500rpm
Transmission	5-speed manual
Brakes	282mm ventilated discs front, 289mm rear
Tyres	Front: 205/55VR16 Rear: 225/50VR16
Economy	25.3mpg, combined
Top speed	149mph
0-62mph	6.9 secs



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Words: Keith Seume

## PORSCHE CAYENNE V6

# THE SPICE OF LIFE

Why spending under £10K on a luxury 4x4 makes such great sense. It's man-maths at its very best, but trust me, writes Keith Seume, a first generation Porsche Cayenne really is the bargain of a lifetime

**T**he problem with any group challenge like this is that it's so predictable... Out come all the tired old Boxsters and battered 924s and 944s, the worn-out 996s with self-destructing engines – such clichés, all of them. As for a 924 pretending to be a 924 Carrera, words fail me.

Now most people would expect somebody like me to show up with an air-cooled classic of some sort, but these days the whole world and its brother knows how great the older classic Porsches are and prices have skyrocketed as a result. Let's face it, if the other stuff that the rest of the crew showed up with had been any good, you wouldn't be able to find one for £10K. No, any air-cooled 911, an old 912 – even the misunderstood 912E – or a 914 worth its salt is going to cost you far more these days. What's a man to do?

Now bear with me on this. If you want a Porsche for under £10K, one which simply oozes fine engineering, why not take a trip to the dark side. Ladies and gentlemen, I bring you the Volkswagen Touareg...sorry, sorry, I didn't mean that. Let's start again. Ladies and

gentlemen, I bring you that modern classic, the Porsche Cayenne!

There, I bet you didn't see that coming. I certainly didn't, and it was only when I was enjoying my favourite hobby of looking for absurd vehicles on eBay that it hit me how cheap (bad expression, but you know what I mean) Cayennes have become. You can

back in the 1970s. Over the ensuing decades, many of the world's manufacturers wanted a slice of the action, but Porsche steadfastly refused to tag along. It was the shift in VW's marketing that proved to be the catalyst and a joint venture between the two companies resulted in the almost simultaneous launches of the VW Touareg (named after the nomadic

“ Ladies and gentleman, I bring you the Volkswagen Touareg... ”

easily buy a 4.5-litre V8 Cayenne with decent mileage for well under ten big ones. In fact, I found a couple for sale, both with history and loaded with all the bells and whistles you'd expect to find on a Chelsea tractor, for a fraction of that. This, friends, is truly a bargain.

The Cayenne and VW's Touareg were late-comers to the luxury 4x4 market, one which had been established by the Range Rover

tribesmen of the Sahara) and Porsche's Cayenne (named after, well, some kind of pepper...).

The two vehicles shared the same substructure, with only the outer body panels and trim giving them separate identities. Well, that and the engine options. The drivetrains were essentially the same, as were the major suspension components – the ECUs

### The 911&PW verdict

Unlike the other Porsches here, which are more hobbyist machines for high days and holidays, this is a Porsche that warrants day-to-day use and will reward as a big, comfortable workhorse, which, like most SUVs, will get under your skin for its ease of use and practicality. However, most of us think Seume should have manned up and gone for a V8 at least

### What to pay?

Well under £10,000 gets you a perfectly good and useable Cayenne of either the V6 or V8 variety. Hell, it will probably get you a mighty Turbo if you really want a laugh





controlling the six-speed Tiptronic transmissions (six-speed manuals were an option) were mapped to suit the individual vehicles, while the suspension was tinkered with to give the Cayenne the more sporting feel. Having said that, a Touareg driven in the selectable 'Sport' mode handled just as well as a Cayenne anyway.

The Cayenne came to the market with a variety of engines, starting with a base-model 3.2-litre 240bhp V6 and a 4.5-litre 340bhp V8 in 'S' spec. The range-topping Turbo featured twin turbochargers and pumped out an impressive 520bhp. What the line-up lacked was a diesel and for that we have to thank good ol' Wendelin Wiedeking. He swore that Porsche would never build one, but almost seven years after its launch, the Cayenne diesel came to the market. Sorry, Wendelin, you made a mistake in believing there would never be a market for a diesel Porker.

What made this an even bigger mistake was the fact that Volkswagen offered the Touareg with the most impressive diesel engine of all time: the mighty 5.0-litre V10 TDI. This masterpiece of diesel engineering pumped out a mind-blowing 553lb ft of torque (at just 2000rpm!), along with 310bhp. That was enough to enable the Touareg V10 TDI to climb small mountains and pull out big tree stumps. If only Wiedeking had seen the wider (get it?) picture, Porsche would have had a world-beater on its books. Oh well, hindsight is 20/20, as they say.

But back to our little £10K challenge. Why should you even consider a Cayenne for hatchback money? Granted, the fuel economy is pretty bad no matter what model you go for (although a diesel isn't too bad, granted) but then you're hardly going to worry about that when your neighbours look up to you (quite literally in most cases) as you cruise effortlessly past their dinky little Boxsters or rotting 924s.

Vic Cohen, who supplied 'my' Cayenne for the photoshoot, has owned his 2005 3.2 Tiptronic Cayenne for over five years and added 30,000 miles in that time. It's loaded

with all the goodies, having been an OPC's demonstrator in a former life. As he says, it was 'as cheap as chips when I bought it because everyone wanted diesels! I paid £17K for it at a time when the equivalent diesels were going for £25K!'

Running costs have been reassuringly low, too, with only regular oil changes (including transmission fluids, although Porsche reckons you don't need to worry about that for 100,000 miles) and a couple of wheel bearings being necessary expenditure. Oh, and three coil-packs were changed, too, but then that's par for the course these days with any coil-on-plug engine.

So, prices: as we hinted earlier, you can pick up a V8 petrol Cayenne with Tiptronic from £5500 – less if you don't mind the odd blemish. Avoid mystery engine management faults, though. V6 models start at about £6500, but you'll need to dig deep for a diesel as these start at around £15K, so are out of our league. If you go shopping for a petrol-engined model with £10,000 in your pocket, the world is your oyster.

Finally, I admit I've fudged on the fuel economy issue, so let's come clean: Vic reckons his V6 petrol version returns 10-12mpg around town, but as much as 24mpg on a run. Not too bad, for such luxury, eh? Bit like an old 911S with mechanical fuel-injection, in fact. See, I told you the Cayenne was a classic.



Above: The Cayenne looks rather elegant in a subtle grey, a colour that has always suited it well. Top right: Vic Cohen deputising for Seume and in his own Cayenne, too, which he's owned for five years. Interior is a pleasant place to be, as you would expect. Practicality and visibility rule



## PORSCHE CAYENNE

Engine	3.2-litre V6
Power	250bhp @ 6000rpm
Torque	229lb ft @ 2500-5500rpm
Transmission	6-speed Tiptronic/6-speed manual
Brakes	350mm vented discs front, 330mm rear
Tyres	275/R18 front/rear
Economy	21.5mpg (combined)
Top speed	133mph
0-62mph	9.1 secs





## PORSCHE 924S

# LOVE THE ONE YOU'RE WITH

So suggested songwriter Stephen Stills, but it's a thought we Porsche owners ought to bear in mind, says Chris Horton, himself the owner of a 30-year-old 924S that he sees no reason to 'divorce' any time soon

**E**ditor Bennett's brief was, well, brief. Strictly 1000 words to champion the sub-£10,000 car that we had brought along to another of our *Your first Porsche* extravaganzas – and the freedom to be as scathing as we liked about our fellow hacks' chosen wheels. So a task that would be both very simple – I want to justify my car, not to give theirs the oxygen of publicity – but also rather difficult. Because when it comes to transaxle Porsches – and especially the 924S – I could quite easily run to many times that word count.

And this really is my own car. Bought in 2012 for £600. Since then I have spent perhaps the same again on a steering rack, later 944 wheels, and a few consumables. And I consider that a victory for common sense not because I am a cheapskate – or not entirely so – but because I am always in the market for an interesting project. And, given what I do for a living, there is bound to be another of those along soon. Because, much as I like Porsches, I don't see the merit in paying way over the odds for one just

because it happens to be a sports car from Stuttgart. (Supremely comfortable and still surprisingly quick 'R'-registration BMW 528i, £400; 'R'-reg Boxster 2.5, £4000; go figure.) And ultimately because I genuinely like and enjoy these so-called transaxle models.

To me, the embodiment of a worthwhile, practical, fun and today perhaps even ethical

but that would still mean buying many lottery tickets, and I would rather spend the cash on something that will bring a quantifiable return. Like a new front door for the house. So, at what I hope is a mature and sensible but not too boring 60 I have the experience – and, dare I say it, the humility – to know and happily to accept that the 'S' suits me just fine.

“ My 924S should last another 30 years – and that will do for me ”

car is one that demands a degree of aptitude, commitment, involvement and perhaps even skill. Not just to drive the thing, but also simply to own it. Something a bit like my 924S, perhaps? OK, then, something *exactly* like my 924S. My colleagues will doubtless argue that my views are coloured by my inability (or now reluctance, actually) to afford anything 'better'. And yes, I would one day love to own a 911 –

OK, so this one is a bit scruffy (I prefer 'work in progress'; it's all fixable), and with only around 150bhp it is no GT3. Even so, thanks to its modest mass it is plenty quick and nimble enough for both road and track, and were I to get off my arse and carry out some long-planned maintenance and/or modifications to the suspension it could be usefully quicker still round a circuit. Even the

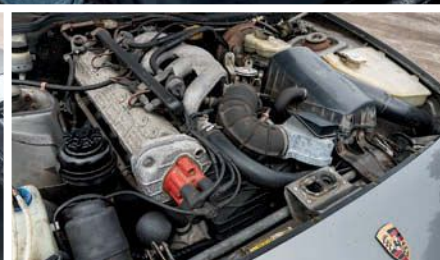
### The 911&PW verdict

The least 'sexy' of the cars in this group, but certainly the most affordable, and by far the most practical. What's not to like about that?

### What to pay?

I paid £600 for this car in 2012, and since then I have spent the same again on it. Two days before this photo shoot I was offered £3500, and happily turned it down. Not because I believe – or care – that in a year's time it could be worth £5000, but because it would leave me the impossible task of finding a significantly better Porsche to replace it with for similar money. And a large hole in my life!





brakes – those mundane, single-piston Ate calipers, and ancient discs that were once bright-red with rust – seem to stop it like the arrester wire on an aircraft carrier's flight deck.

No less valuable to me is the car's inherent simplicity in every other respect. It has only one electronic control unit, or ECU, which I know I could replace for about £50, and no more than about half a dozen electric motors of one purpose or another. Some, like those for the door mirrors, no longer work reliably, but how difficult is it to lower the windows, and position the reflectors by jabbing them with a finger? Time was when we all managed to do that without even thinking about it.

Systems-wise, it has engine oil-pressure and coolant-temperature gauges, a voltmeter to monitor the battery, and of course the usual tachometer, speedo and fuel gauge. It has a massive, almost Targa-style sunroof, power-assisted steering, a heater powerful enough to melt your shoes, a straightforward five-speed manual gearbox (remember those?), and a cooling system that, while not the easiest to fill and then bleed, certainly doesn't require an expensive Porsche computer to do so. Oh, and old-fashioned door locks that you operate with an equally old-fashioned but effective key – just three quid for a spare, not £300 and a session on a laptop. The headlights could be better (although you get much the same, or worse, in many an older 911), and the ride is best described as uncompromising, but I can live with that. Ditto the absence of ABS and airbags, and even (at the moment) a radio.

By far one of the most appealing things about the car, though, is something you rarely see, and probably think about even less often: its chassis layout. It does not have the kudos of an air-cooled flat-six slung out behind the rear wheels, and a suspension system that as a result supposedly spends much of its time in a titanic battle with the laws of physics. Instead, the smooth and gutsy four-cylinder engine is at the sharp end, and the almost equally heavy transaxle at the rear. Linking them is not the usual open propeller shaft, but a rigid torque tube bolted to each of those two

units. You can't help but think of it as a sort of chassis within a chassis. Sometimes I like to think that, had things turned out only very slightly differently – had Dr Porsche's team developed the idea a little earlier, and then a little more energetically, perhaps – you might now be reading *944 & Porsche World*.

The point I am making is that those of us who elect to drive 924s – and 944s, and even 968s – have no reason to feel short-changed. Our cars may have been designed as a 1970s' VW, and built in an Audi factory (good!), but they are Porsches through and through. They may be unsophisticated by today's standards, increasingly old, and not that fast, but they are huge fun to drive and, in these days of ever-growing eco-madness, surprisingly 'green'. Mine has no catalytic converter, but it's not that difficult to eke around 30–35 miles from every gallon of unleaded petrol, and the last annual MOT test recorded just 1.89 per cent carbon monoxide, and 133ppm of hydrocarbons.

Far more significant than all of that, though, is the fact that, at now 30 years old, it is still doing the job for which it was designed and built. And, contrary to what the industry would now have us believe, there is a significant energy cost in producing and then 'recycling' the modern cars we now throw away after as little as 10 or even five years. With luck and a following wind my 924S should last at least another 30 – and that, surely, will do for me.



So just what is it that makes a metallic-grey 1985 Carrera 3.2 an object of desire, and a 924S of the very same colour and vintage little more than scrapyard fodder? Damned if I know, says Horton – but paradoxically prices are starting to rise, in the wake of the unstoppable force that is the Rear-Engined One. The fascia top is cracked, and the driver's seat comically shredded (above right), but the 2.5-litre slant-four has plenty of willing torque, and the simple sliding-caliper brakes are a work of minimalist genius. Front-mounted engine and transaxle at the rear give the car a wonderful balance, too. Perfect!

## PORSCHE 924S

Engine	2.5-litre 4-cylinder
Power	150bhp @ 5800rpm
Torque	140lb ft @ 3000rpm
Transmission	5-speed manual
Brakes	282mm vented discs front, 289mm rear, Front/rear: 195/65 VR15
Tyres	27mpg (combined)
Economy	133mph
Top speed	8.5 secs
0–62mph	





Words: Adam Towler

## PORSCHE BOXSTER 987 2.7

# LANDING THE BIG BLOW

Only one generation down on the current Boxster, the 987 2.7 Boxster is the most modern Porsche in our £10k round up, which makes it a real bargain. Adam Towler argues the case for. Not a difficult one, really

It's that time of year, when we hold out a lifeline to all the dreamers and passionate enthusiasts of the Porsche marque that £10,000 really can put a proper Porsche on your driveway. This is no longer the relatively straightforward task it once was, because with the frenzied rise in many Porsche prices, it's actually quite hard to put together a varied group of cars for this purpose. We couldn't all turn up in Boxsters, after all, that could get boring rather quickly.

Naturally, I believe that my choice is right, and that everyone else here is wrong. Well, everyone apart from Jeremy, and maybe, just maybe, at a push, Steve: I'm more than partial to a 944 and I regularly blow hot and cold on actually owning one.

Anyway, the first to go is obviously Keith's tractor. Don't get me wrong, I can think of many reasons why you might want to buy a Mk1 Cayenne – I often ponder on doing exactly that – but I'm not going to recommend buying the V6. Why? Because there's insidious arms race with the Mk1

Cayenne and it goes a bit like this: the V6 is nearly as thirsty as the V8 S (I know the owner of this very car and he told me so), so naturally, you start to look at the S instead. And then you realise that in normal driving the S isn't much more frugal than the Turbo. So you start thinking about the Turbo, at which point you ask yourself why, exactly, you need this aggressive, 450bhp

ten grand!

The 924 CGT-a-like? That looks amazing, Johnny; I'll give you that. Does it matter that it's not a 'real one'? I suppose not at this money, and if there's one car I really wish I could jump in and drive today, it's this one. I'll never forget driving a real one – and a Club Sport at that – for this very magazine, but with its stripped out

“ But then I see the 987 and I know I've made the right choice ”

tank in your life, that makes you look at best like a has-been footballer. Shudder. I still want one, mind you, but I don't classify that as wanting a 'Porsche' – rather as trying to answer the question as to what practical car to buy that's not boring. And anyway, what I really want is the Mk2 Diesel version, and that's a lot more than

interior it's not exactly an everyday car. It's a leftfield choice, but I can see why you might go there.

The 996 Carrera stands out as the most impressive car here, but I think there are some rather over optimistic man-maths at work. Perhaps there was a time when a decent C2 coupe manual could be had for

### The 911&PW verdict

It's hard to remember Porsche pre-Boxster and as such we rather take it for granted. It is, though, the work of some genius and has dominated the sportscar/roadster market since its launch

### What to pay?

OK, £10,000 is entry level for a 987 Boxster and it will be a 2005/2006 car, with likely 60,000-miles+ from a mix of private or dealer sources. Yes, it will be a 2.7, but less is very much more in the case of the Boxster. For maximum purity go for 17in wheels if you can. It will be a delight to drive





£10,000, but those times are in the past. So the idea of a knackered 996 sounds really, really expensive, and personally I wouldn't want a cheaper C4 Cabriolet with a Tiptronic 'box, although some do...

Steve's 944 S2 is much harder to bat away, and if it's a good one then I must admit I'd be mighty tempted. Of course, that's given it is a good example...a bad one is no fun at all, and these are cars where an attention to detail is paramount. It's a wonderful car, but quite a cerebral experience at times: I can never quite decide if there's enough raw excitement about these things. That famed 50/50 weight distribution and its equally famed balance also makes the 944 slightly too benign in its handling, but then compared to the rear-engined 911 and the mid-engined Boxster, it's always good to have another option in the layout stakes.

As for the 924S, I'll have to pass on that as well. Even though I know it's a good car there's something that holds me back and the above also applies, too.

Which leaves the Boxsters. Essentially this boils down to a compromise: do you favour the additional power and performance spec of the 986 S, or would you compromise on some outright horsepower, an extra gear, and larger brakes, but have a newer car, with a better interior and all the rest?

I do understand our Jeremy's point about the 986. I think it is a vastly underrated and undervalued car at the present time, and for 10 grand you'd hope to get a decent example. But then I see the 987, in this case a car we've borrowed from its owner before for a story in *911 & Porsche World* (and very nice it is too), and I know I've made the right choice. The 986 has aged; maybe its time will come again, but for now unless the colour and spec is exactly right it can look rather, well, old. Then there's the interior, which hardly enthral. More to the point, the lower seat and longer footwell in the 987 really help someone tall, as I am,

and getting comfortable in a performance car is such a crucial part of enjoying the car. I do prefer the 986's steering rack, but then that's not to say the 987's variable ratio item is bad, because compared to any current Porsche it's absolutely fantastic.

The 2.7-litre flat six in the 987 is a much sparkier engine than the same capacity unit used previously in the 986. As such, the gap to the old S isn't as great as you may think. Whereas a 2.7 986 can sound rather thin and quiet, the 987's engine is much more strident, and with 239hp it is only 21hp down on Jeremy's choice, although it does lack torque.

Most of all, as a package it just feels right. Looks are entirely in the eye of the beholder, but I think it still looks really attractive, purposeful and contemporary, and you only need to drive 200 yards in the car to know that almost every mile will be a giggle. The roof can come down in the summer (if that's your thing – I'd prefer a Cayman but it's out of budget), and it has more than enough performance to destroy most of the cars here. There are loads to choose from, no worries about rust, and if it weren't for the ghastly spectre of the M97 motor developing one of its well-known ailments – nothing is perfect, after all – it'd be the perfect purchase. It's also the most contemporary car here, which must count for something. I'm off to the classifieds.

There is absolutely nothing to challenge the Boxster at this price. No other manufacturer dare even go there, such is Porsche's dominance of the mid-engined roadster market. Above: Towler confident in his choice of wheels, and who can blame him?



## PORSCHE BOXSTER 987

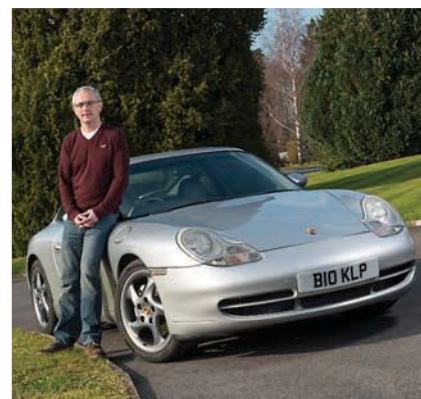
Engine	2.7-litre flat-six
Power	240bhp @ 6200rpm
Torque	201lb ft @ 4600rpm
Transmission	5-speed manual or 5-speed Tiptronic
Brakes	318mm ventilated discs front, 299mm rear
Tyres	Front: 235/40ZR18 Rear: 265/40ZR18
Economy	30mpg (combined)
Top speed	160mph
0-62mph	6.1 secs



# THE £10,000 911

Proof, if it were needed, that a 911 can still be bought for £10,000? Well, here's a genuine 'on the market' car advertised at under £10k. But what are you actually letting yourself in for?

Words: Steve Bennett Photography: Antony Fraser



If you've made it this far, then you will have gathered that part of the brief for our Porsche for £10k feature was for the *911&PW* operatives to openly question the choices made by one and all. It's all fairly light-hearted and based entirely on personal choice, and most of us would be quite happy with any of the cars gathered. However, if there was one collective view that trumped all others, it was the presence of the 996 C2. The notion that a 996 can still be picked up for this sort of money was/is stretching credibility somewhat. And that was despite the fact that the 996 present is a bona fide £10,000 car (well, OK, £10,500, but we're splitting hairs), bought just six months ago by an ex-employee of CHPublications, Simon Mitchell. Proof enough, surely?

But no, a low level rumble of dissent was constantly in the background, so I had a scan around to see just what was out there 996-wise for £10,000. Truthfully, whereas a couple of years ago you couldn't move for sub £10k 996s, the market really has moved on. Funny, because we've been saying that all along. But, there was still a handful of cars out there on Autotrader and eBay, but the implication is clear: the £10k 996, while not extinct, is becoming something of a rarity and below that you've got little or no chance.

So what exactly does a £10k 996 look like? Well, it looks like the perfectly decent car in our £10k Porsche feature, actually, but since everyone reckoned it was some sort of fluke, then I tasked myself, with a virtual

£10k budget, to find another one, and here it is. Actually, despite what I've said above, this is a sub £10k 996 advertised on eBay at £9750 ONO. Get in! But get in to what, exactly? A whole lot of trouble? Well, possibly, but let's have a look.

So what we have here is a 1999 996 C4. Immediately my colleagues will be scoffing at its driven front wheels, but come on, aside from that it ticks all the boxes. It's a Coupe, it's a safe exterior/interior (grey leather) combo, it's a manual, it's had a gearbox rebuild, the IMS bearing has been done, and the advert is eloquently worded, plus the pics

market is on the way up. What's more, he's had an offer on it. Not the asking price and not a cheeky below the asking price offer either. No, an above the asking price £10,000 offer. That only happens in a competitive market environment, one in which buyers realise that if they don't get their skates on, they will miss out. See, it's not just 991 GT3s that are going for above list!

Let's get a few things straight. This is by no means a perfect 996, but neither is it a complete dog. £7500 was scraping along the bottom of the market a couple of years ago.

Above: David Charles and his bargain 996, on sale at time of writing, and with a firm £10,000 offer in the bag. The car? Well, it drives pretty well, and certainly better than you might expect at this price level. David is a trained engineer and has done any work required himself. Handy when running at the budget end of the Porsche ownership experience

“ This is a sub £10k 996 advertised at £9750 ONO. Get in! ”

are flattering. OK, at 135,000-miles it could be considered to be a bit leggy, but it's 17-years old and the 996 was very much the modern, everyday Porsche and got used as such. And besides, it equates to just under 8000-miles per year.

The car is owned by David Charles, a computer engineer based in Worcester, which is where we pitch up to have a good look, en route back from a photo shoot in Wales. He's had it a couple of years and needs to release some cash for repairs to some rental properties. And get this. He paid but £7500 for it, clear evidence that the

David bought the car from Taylor's Foundry Motorsport in Essex. An outfit that is familiar to us at *911&PW*, they run cars in the BRSCC Boxster Championship. They rebuilt the 'box and changed the IMS bearing and David bought the car through eBay with a very cheeky offer, which was accepted. "I got the feeling that they were going to restore it fully, but then ran out of steam," he says. It has a fully stamped service book and a wodge of invoices, plus all the original booklets. Servicing is all via Porsche Centres and specialists, including plenty spent at Porsche GB Reading.



David is a man after our own hearts here at 911&PW. He realised that no £7500 996 was going to be perfect, but before getting into computers he was a fully trained Rolls Royce engineer, and so knows his way around cars and a tool kit. "I was surprised how easy the Porsche was to work on. I got stuck into sorting out the suspension. The rear didn't feel good so I sorted various bushes plus the track control arms. That made a big difference." Indeed, David treated his purchase as a project, which is exactly what most £10k 996s will be now that the market has moved up. As well as the rear suspension work he replaced the front top mounts, plus all fluids, plugs, some brake pipes and discs and pads. "Parts aren't too expensive. I was surprised, actually."

Under forensic scrutiny, this 996 holds up well. There are some blemishes to the paintwork, mainly on the front apron. The panels are straight and the paint generally good but would benefit from a really good polish. The optional 18in wheels look smart with a matt grey finish. The interior would benefit from a bit of a spruce up. The 996 didn't use particularly good quality leather and if it's not fed and cleaned, then it dries and cracks, and the driver's seat on David's car has done just that. Not worth reupholstering, when good secondhand seats can be had for well under £500. Doubtless that would be next on David's to-do list, but it's something that will keep its new owner busy, tracking down a good pair of seats.

Despite not bearing £10,000, David is very keen for us to have a drive and hear our opinion. "The front end isn't quite there, he says. "I think it might be the geometry after I sorted the top mounts. Also it's a bit juddery off the line. I'm wondering if that's the dual mass flywheel." Well, he's right on both counts. The front does tend to wander a bit, and yes, that does feel like the dual mass flywheel is starting to perhaps tire of its function in life. But, that aside, it drives and rides pretty well, and there's no doubt that it's got its full 300bhp and it sounds bloomin' marvellous in a sonorous flat-six sort of way, and rather more sonorously marvellous than the new turbocharged 991 that we turned up in. David's thoughts confirmed he ponders the situation. "You know what? I really don't want to sell it. The flywheel? Splitting the engine and gearbox and fitting a new one? I can do that, and I'll enjoy doing it, too." Our own Chris Horton would be proud of such initiative and we suspect that David, having tested the market, may well hang on to his 996. If he doesn't, well, he'll have made a bit of profit on the whole experience, and you can't really argue with that.

And the overall verdict? Well, for the right person, who wants to do a bit of tinkering and gradually bring it back to something approaching perfect, then this could well be the way to go. Someone like David in fact. He's already done much of the graft, and you can't argue with a rebuilt 'box and the IMS bearing upgrade. That's a good few thousand pounds of relief already. If a bit of DIY is not your forte, then spend a bit more on a car that is fully sorted. Equally, if £10k is your limit but you're not handy with the spanners, then walk away. If you want and enjoy a project, then this is the car for you.

The £10k 911? It's on the endangered list, but not extinct yet! **PW**

Interior is where leggy 996s tend to suffer. Porsche didn't use particularly good quality leather and if it's not well looked after it tends to get a bit threadbare. Good replacement seats are not hard to come by. Otherwise the interior in David's car is pretty good and everything functions as it should



## A word to the wise

OK, so you've bought David's 996 at the bargain price of £10,000. How are you going to keep it on the road and where are you going to get parts?

It's always worth checking out your local Porsche Centre for bits on the basis that there may well be deals on. Even Porsche realise that there's no point in pricing itself out of the market on parts for models like the 996 and Boxster, where owners are likely to be on a tighter budget than those folk with classic Porsches.

### INDEPENDENT PARTS SUPPLIERS

Selling a mix of O/E and aftermarket parts, plus lots of lovely tuning gear, these are the places where most folk shop and, with the likes of Euro Car Parts, there is availability within just 20-miles of most people country wide. Prices on consumables like brake discs, pads etc are usually very competitive. Once you've got over the shock of the price of a new O/E exhaust, that shiny, stainless steel sports alternative will seem very appealing, too!

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### SECONDHAND PARTS SUPPLIERS

If you are restoring a slightly scruffy 996 (or anything else for that matter), then the secondhand parts suppliers and breakers are your friends. There's no shortage of modern Porsches being broken for spares and David's 996 would certainly benefit from an interior spruce up. No problem there. A great source of mechanical spares and cosmetic and bodywork, too.

And then there's eBay. Most of the secondhand parts suppliers have eBay stores, too, but this is where you can score parts from private sellers, who perhaps no longer have a particular car, but they are still sitting on some spares. Bargains galore and the thrill of the chase.

[9apart.co.uk](http://9apart.co.uk)

[jasmine-porschalink.co.uk](http://jasmine-porschalink.co.uk)

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[porsche-parts-used.co.uk](http://porsche-parts-used.co.uk)

### ANYTHING ELSE

You may well want to get your prospective Porsche checked over and we wouldn't dissuade you on this. Remember, though, at this price point you could well be hearing a lot of not so good news. A phorensic inspection will show up a lot of obvious wear and tear, which in one hit could be rather off-putting. That's the job of an inspection, obviously, but you have to put it into perspective. If you were going to be spending £50k then, yes, a thorough going over by an expert could save you a lot of money or give you some bargaining power. A thorough inspection of a £10k 996 is going to be stating the rather bleedin' obvious, though. In modern parlance, it is what it is!

That said, if an inspection saves you from buying a wrong 'un, ie a car that's not what it purports to be, or one that is hiding a troubled past, then it is probably worth it. If it all stacks up, but all looks rather scarily expensive, then ask yourself whether you have the right stuff to be a £10k Porsche person? If the answer is yes, then get the spanners out and get to work. If not, then either spend a bit more or walk away!

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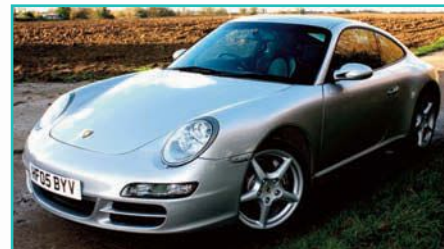
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# CONFESSIONS OF A PORSCHE CHEAPSKATE

Porsche motoring on the cheap? It can be done and it can be fun. *911&PW*'s Editor, Steve Bennett, proudly reveals all on 15-years of bargain Porsche motoring from his first 944 to current 996 and a whole bunch of stuff in between

Words: Steve Bennett

**I** call it Sports Car Bangernomics. It's a mash-up of sorts. The 'Bangernomics' tag is really copyright of one James Ruppert – journalist and author and the man who invented the concept and philosophy of cheap disposable motoring, which he coined Bangernomics. I just added the sports car bit. I suppose it should really be Porsche Bangernomics, but ultimately what it's really about is running and driving a Porsche without it costing a fortune and without incurring any depreciation. Sure, there will be outgoings: purchase price, running costs etc, but if you play your cards right, when the time comes to move on the whole experience will have been cost neutral. And you never know, you might even make a little bit.

Of course, for most folk it's a complete anathema, but then most folk won't be reading *911&PW* or even aspire to owning a Porsche – cheap, expensive or otherwise. Most folk are content to trundle along leasing their cars on the never never and happily trading them in every three years, the monthly cost just another outgoing. They are as attached to them as they are to the washing machine. And in some respects I envy them, I really do. To chop in a Golf every three years for another one is

interesting and something that won't lose me money. I've tried depreciation and I didn't like it, and every time I try something modern I get bored very quickly. In short I'm just awkward, but equally I know that it is possible not to be shackled to something dull and nor do you have to pay megabucks for what other folk assume is megabucks. Hell, back before the world went mad, I ran a Carrera 3.2 and a 944 for under £15,000 outright. The Carrera was the garage queen, the 944 the daily driver. Still can't quite get my head round the fact that that was in the economic good times and now, in the fragile post economic crash, the same duo would probably cost £40,000+. OK, so most of that would be weighted in the Carrera's favour, but even so...

So anyway, back to the plot. I've had getting on for 10 Porsches now (possibly more, I'm not quite sure) and currently own two – a 996 and a 944. I've never paid more than £13k for a Porsche and that accolade goes to my current 996. I am a Porsche cheapskate, the sort that's never been in a Porsche Centre, that sort that cruises the classifieds and lurks on eBay and Autotrader, the sort that is happy to take a punt and to wield a spanner,

£3500 on my favourite Porsche bargain of choice, which is the 944, and I guess in the great scheme of Porsche prices that equates to about 10p, relatively. My current 996 is still worth every penny of the £13k that I paid for it and, quite possibly, slightly more. And that's one of the tricks of cheap Porsche motoring. Buy when depreciation has bottomed out

“ I ran a Carrera 3.2 and a 944 for under £15,000 outright ”

which, in the case of the 996, it most certainly has. And because it's a Porsche, there's two certainties here. One, it will be worth the purchase price for ever more or, just as likely, it will gradually increase in value. Take air-cooled impact bumper 911s. For years a starter SC was somewhere between £8000 and £12,000, depending on condition. It was a given, a fact of Porsche life. Now, of course, SCs are worth up to three times more. Crazy, and while water-cooled cars are very unlikely to replicate that, they will go up in value, and if you buy at the right point, then you can have your Porsche, drive it and not lose out financially.

Trundling around in a cheapo Porsche is kind of beating the system to a certain degree. Equally, there is an element of making a virtue out of a necessity, that being that I can't afford much else. Well, not strictly true, but more of a case of what I'm prepared to spend versus the return and enjoyment. I've done the calculations on leasing a Porsche and it can be done, but for the above reasons it's not for me. Equally, I could take out the big loan and get

Lots of 944s, mostly bought on eBay. Red early Lux was a favourite but, for some unfathomable reason, Bennett chopped it in for a Mk5 Golf GTI. Bottom left: 230,000 mile 944 shares drive space with 968 Club Sport, which had been 'coined' down both sides, putting most buyers off

“ I've never paid more than £13k for a Porsche ”

an easy and attractive proposition, but I wouldn't want to be tied down like that. Likewise, buying a car outright and running it until it drops, which if you're lucky will probably be about 15-years max, before some mechanical ailment renders it beyond economic repair.

My relationship with cars is rather more complicated. I require something more

the sort who has amassed a garage of spares (although I'm not in the same league as *911&PW*'s resident DIY man, Chris Horton). Risky business? A little, but then I've never spent over







Current 996 C2 cost £13k and should easily hold its value and even start to creep up. Red 944 at Porsche's Classic Workshop. Right: Bennett the bargain hunter

myself back into the air-cooled game, but now the cars are just too precious and too mileage and condition dependent. I'd be scared to use it, scared that my investment was being damaged. And besides, I'm pretty sure that 2016 will see prices stabilise and even fall back a bit. Another rule: never buy at the peak of the market...

required parts. Changing seats is a half-hour job. An entire dash? Not difficult, but it does take best part of a day and there is a certain satisfaction if you're that way inclined.

Keep your eyes and search engines peeled and prohibitive parts prices can be a thing of the past. One man's surplus is another man's 'just what I've been looking for.' Service parts like brake discs and pads are an easy buy. Even if you don't need them right now, you will do, so those unused ones on eBay, or wherever, are worth buying now for £50. An O/E exhaust for a 944? Pretty much unobtainable now, but I picked one up for £110 unused, complete with chrome tail-pipe (in itself £50). The seller foisted another bundle of service bits on me FOC. Brand new set of Pirellis, no longer needed. Mine (or yours, if you needed

scruffy gear lever gaitor? Just picked up a perfect GT3 leather job for £40. Wheels? I fancy some GT3 BBS split rims. I'm bidding my time, but £500 should do it.

None of this is for everyone, I realise that. If you do take the plunge into cheapo Porsche motoring, then there will be no reassuring dealers and no equally reassuring warranties. Well, not strictly true, but unlikely. The best deals are to be had privately and, while it hasn't always gone swimmingly for me, I've never been truly burnt. I don't mind admitting that I've 'moved' a couple of cars on pretty quickly, but largely I've done OK from my first £3500 944, which is still on the road locally 15-years on, to the 944S with the blown engine, to the Cat D 944 that I happily sold to a friend after he'd borrowed it and didn't want to give back, to the 968 Club Sport that required a bit of cosmetic work after it had been vandalised. There's many more, too.

My favourite cheapo Porsche? The one I bought on eBay on my birthday one year. A lovely, original Zermatt Silver, oval dash, 944 Lux with factory Fuchs wheels.

Only snag was

“Never buy at the peak of the market”

I could finance, say, a 997 but prices are still going down so, really, what's the point. It goes against my Porsche buying ethics.

Of course, none of my Porsches have ever been perfect examples of the breed, but for me that's not the point. I don't want perfect, I wouldn't use perfect. I learnt my lesson with my Carrera 3.2. It was a good one and I kept it in an Air Chamber. That way madness lies and just getting it in and out was enough to stop me using it. I'm quite capable of being overly precious about a cheapo Porsche. An expensive one and I'm unbearable.

Besides, I enjoy tinkering and I enjoy improving and making good. I'm not scared of a bit of cosmetic work; I'm not scared of a bit of light mechanical work, either. It's about weighing up the pros and the cons. Pros? A mechanically sound car with good service history. Cons? Same car, but threadbare driver's seat and a sun damaged dash top can knock £100s off a 944 and would put many people off. I can live with that. Not forever, but half the fun for me is scouring breakers and eBay until I come across the

“There will be no reassuring dealers or reassuring warranties”

them) for £80 once the auction had run. An entire and ultra-rare 944 air con system? Just £100, although I admit I've yet to fit it to anything.

This is how I will be running my 996 to a degree. It needs some rear discs and I won't be paying any more than £50. Air con condensers? There's a bundle of deals out there on these at the moment. The slightly


the 230,000-miles on the clock, but with the price struggling to get much past £1000 I went for that dizzying auction hit and won with a cheeky last minute click. The subsequent curry and beers tasted all the better, and the car wasn't bad, either! **PW**

Below: Black 944 Lux, the Porsche that started it all, and a car that Bennett has owned twice! Current 944 Lux bought from Paul Stephens at trade price. Carrera 3.2 was a good one, when prices were sensible. Originally came on 'teledials' but Turbo Fuchs were thrown in as part of deal. That wouldn't happen now! Black 944S had a blown engine, but was otherwise sound and worth every penny of its £750 asking price, plus £500 for a secondhand engine





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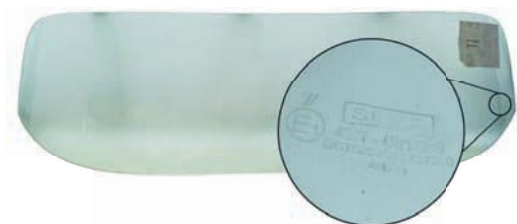
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991	£298.46	£1,812.50	£3,500.00	£1,785.05
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# THE GODFATHER

When Porsche announced it was branding the new generation Boxster as the '718 Boxster', eyebrows were raised in certain corners of the Porsche world. After all, to the purist, the figure '718' meant just one thing: the mid-engined sports-racer of the late 1950s, the RSK... We take a look at the story behind the Boxster's supposed inspiration

**Words:** Keith Seume **Photos:** Porsche Archiv

Until the launch of the original Boxster back in 1996, Porsche had never 'named' any of its cars other than tagging the word Carrera to the high-performance versions of the 356 and 911 – even then they were never simply sold as 'Carreras'. Of course, these days, we've become used to Porsche naming certain of their models, rather than referring to them solely by the internal Type number: Cayenne, Cayman, for example.

But, with the arrival of the technologically overwhelming 918 Spyder and now the 718 Boxster, Porsche's marketing men appear to be caught betwixt and between, hedging their bets, if you like, by using both names and numbers. In the case of the former, the number '918' was fresh to the market, never having been used on a Porsche in the past, but as for '718', well, what was Porsche up to?

When the Boxster concept was first shown to the public, it was displayed alongside a Type 550, a model well-known

to many as the car in which James Dean met his maker. The link was clear: here, said Porsche, we have a mid-engined roadster which is built to handle like no rear-engined model ever could.

The 550 was famous for its ability to outperform far larger rivals due to its low weight and nimble handling. It was the weapon of choice for many privateer race teams on both sides of the Atlantic. The Boxster clearly came from a great bloodline, although it's rather sad that the late '60s Porsche 914/6 was somewhat overlooked by the marketing men, for the Boxster bore a closer resemblance to the mid-engined joint venture between VW and Porsche than it did the 550 Spyder...

But now we have a new Boxster and a new name: 718 Boxster. But where does the '718' part come from? In an effort to give its entry-level sportster a fresh identity, Porsche dug deep into its history to resurrect a name – or rather a number – that evoked power and great handling all wrapped up in one slick, aerodynamic package. Allegedly.

The 718 RSK, to give its full, popular name, was a logical development of the 550 Spyder. By 1955, the original Type 550 had started to lag behind its rivals, such as the British Lotuses and Coopers. Down on power and with handling which was by now at best only on par with its rivals, the 550 Spyder was ripe for upgrading. The result was the much-improved 550A Spyder.

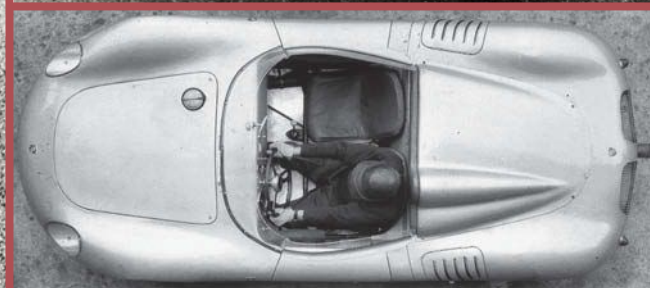
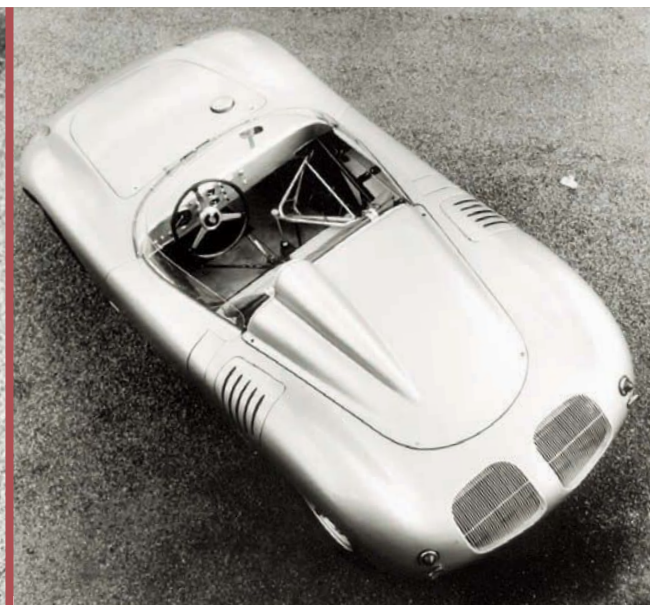
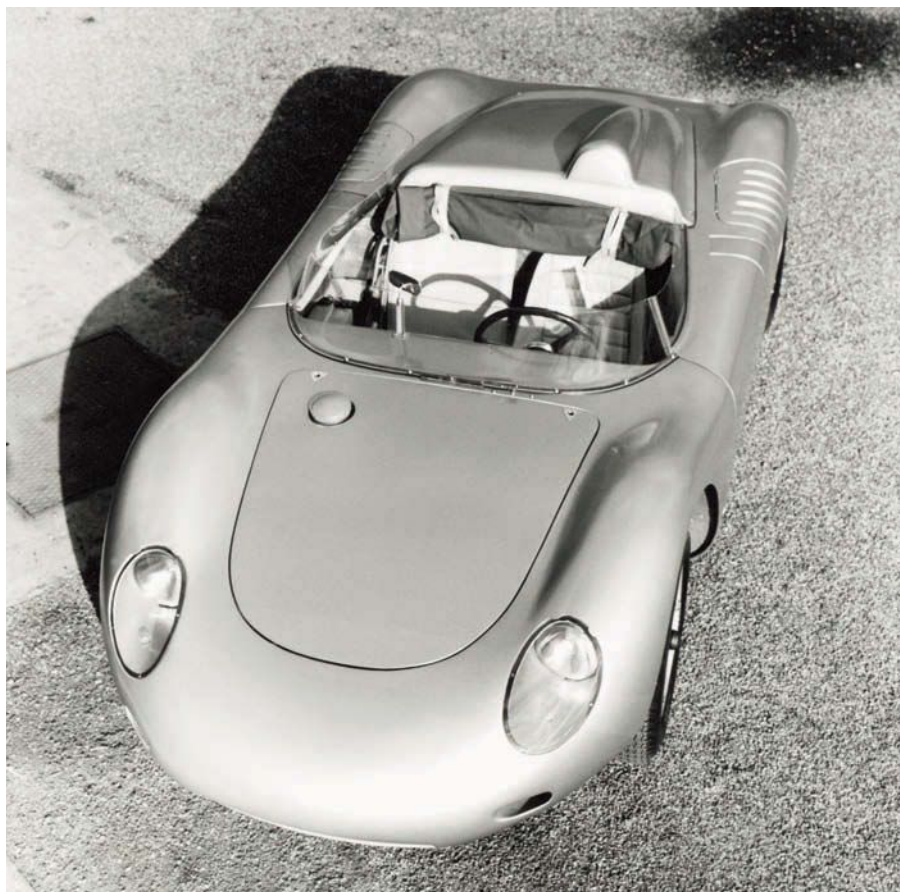
The 550A looked similar to its predecessor but under the aluminium skin was an entirely new chassis of space-frame design. This replaced the former ladder-style chassis, with its twin longitudinal tubular members, and was thus lighter and far stronger.

In reality, it was not a full space-frame, as favoured by Lotus, but a logical development of the ladder design, using lighter main members with a smaller-diameter supporting substructure.

The suspension, however, at first sight looked little different on the 550A and indeed, at the front, things were little changed. At the rear, the swing-axle layout

Above: Umberto Maglioli sits confidently on the startline in his RSK at the Rennen Schauinsland in 1957





which Porsche had championed since the days of the Auto-Unions and, of course, the Volkswagen Beetle, remained but it was the subject of revisions that transformed the handling.

In its natural state, a swing-axle set-up will force the outside wheel on a corner to take on considerable positive camber – generally called 'tuck' – with a consequent loss of grip and, given the wrong circumstances, the possibility of rolling the car if the wheel catches on a kerb.

Porsche wasn't alone in using swing-

axle suspension – even Mercedes-Benz relied on this simple design for its mighty 300SLR sports cars, and the W196 Grand Prix model. The M-B engineers overcame the design's shortcomings by introducing additional radius arms which pivoted at a point below the transmission, having the effect of lowering the roll centre at the rear and reducing the propensity for rear-wheel 'tuck'. Porsche learned from its rival's experience and copied the design on the Type 550A.

The 550A was a success in a way that

nobody really expected. It had been expected to serve as a stepping stone to greater things in the form of an all-new model, but instead it proved so good that it formed the backbone of Porsche's racing programme throughout 1956 and 1957 and, indeed, into 1958.

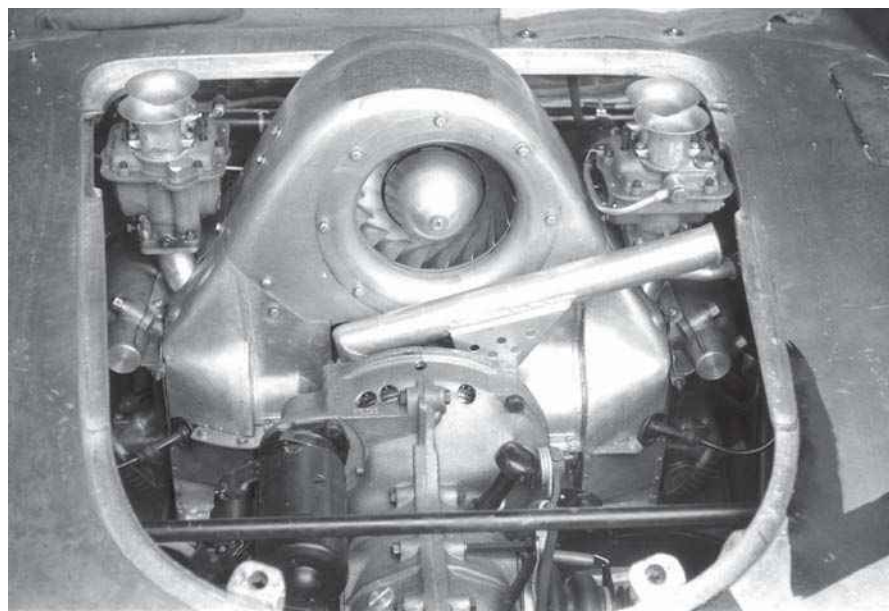
Its replacement was much anticipated and ultimately displayed at the start of the 1957 Nürburgring 1000km event on 26th May that year, but was untried at that point and so not entered in the race, although it was driven in practice sessions. The new

Above: 1959 RSK outside the famous Werk 1 facility at Zuffenhausen. These three views show just how aerodynamic the 718 RSK was



Left: Herbert Linge at the wheel of the original 718 RSK at the Nürburgring in 1957. Its creator, Wilhelm Hild, is on the far left, next to team manager and PR guru, Huschke von Hanstein





car was known internally as the Type 718.

The main thrust of development had been in the quest to improve handling, in particular how best to address the problems with geometry changes at both ends of the car under hard cornering.

The 550 and 550A had each featured essentially the same transverse torsion bar design front suspension as pioneered on the Beetle and the 356. Beginning with a 550A space-frame, Porsche's Wilhelm Hild left the lower torsion bar and trailing arms alone but moved the pivot point for the upper arms several inches higher.

The individual torsion bars used for each side were angled down towards the centre of the car so that, viewed from the front, the frame took on the appearance of the letter 'K' lying on its back. This led to the new car being jokingly referred to as

the RSK, a name which was officially adopted and would stick for all time.

The purpose of this redesign was to impose negative camber under braking and hard cornering, with as much as 1.5 degrees of negative camber being applied to the front wheels at full compression. At full extension the front wheels displayed a small amount of positive camber. In place of the previous link-pins used on the earlier 550A, the 718 RSK relied on ball-joints to take into account suspension and steering inputs.

At the rear, the 718's chassis was virtually identical to that of its predecessor, but forward of the rear bulkhead area it was changed quite substantially. The front bulkhead around the dashboard/footwell was canted forward to reduce the height of the scuttle by a little under five inches.



This also allowed the upper frame members to remain horizontal, rather than sloping down towards the front suspension as had been the case on the 550A. This made for a more rigid structure and one which resulted in a reduced frontal area for improved aerodynamics.

There was one very intriguing part of the early RSK's design that frequently gets overlooked: the oil cooling system. Although the remainder of the bodyshell was formed in aluminium, the front 'bonnet' was a steel panel that hid a secret: a surface-type oil cooler. On the underside of the near-flat panel was a series of small-diameter tubes soldered in place through which oil was channelled, having been routed from the engine located behind the driver via pipes running alongside the chassis members.

Following the RSK's first showing at the Nürburgring in May 1957, it was discovered that it was rather unstable at speed, both on the straights and round high-speed corners. To combat this, Porsche added a pair of small fins at the rear of the car. Although they appeared to work in the wind tunnel, they proved ineffective in practice – Edgar Barth spun the car through no fewer than eight revolutions at Le Mans in June, so the RSK was relegated to a few hillclimb events for the remainder of the season. The problem was that the redesigned front suspension and low-profile bodywork had conspired to place greater loads on the front wheels, allowing the rear end to fishtail with little provocation.

It was clear that the 550A was at the natural end of its life, so all efforts were directed towards improving the 718. At the front, the suspension was redesigned yet again, the K-member being relegated to history (although the car continued to be referred to as the RSK for the time being) and the new suspension joints swapped for more conventional pivots and steering knuckles. It was at the rear, though, that the biggest changes were made.

In a move which must have made

Above left: Early incarnation of the RSK showing the Solex carburetors and the trademark oil breather used on the four-cam engine. Photo taken at the Nürburgring 1000km in May 1957

Above: Under-'bonnet' shot of 1958 718 RSK showing offset fuel tank

Left: High-speed instability plagued the original RSKs, leading to the adoption of small fins on the rear wings. This is a Watts-linkage-equipped car





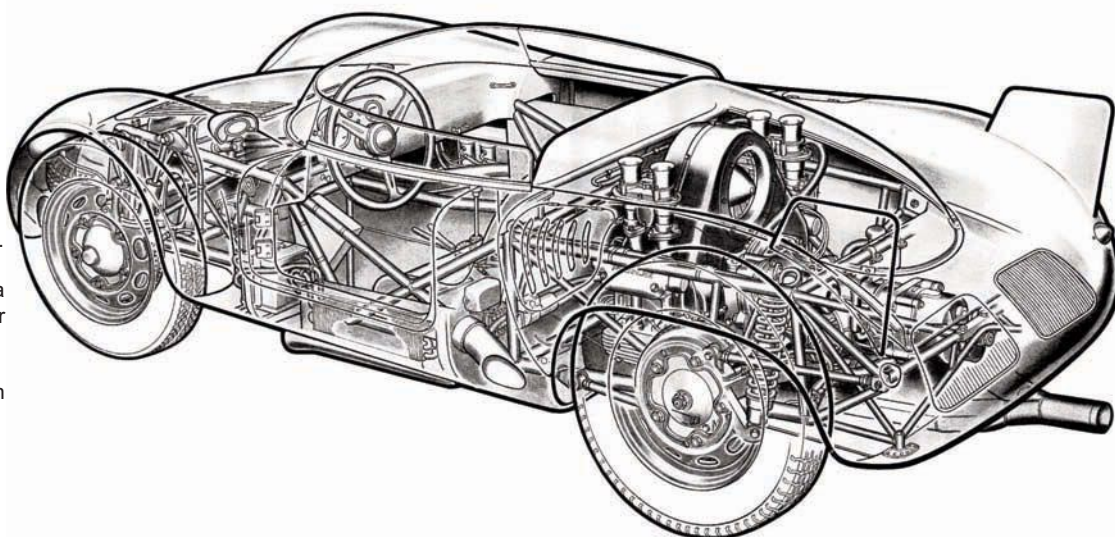
Ferdinand Porsche spin in his grave, engineers threw away the trademark torsion bars and swing-axes, to make way for a more sophisticated system that relied on coil-over damper units.

These were used with what is referred to as a Watts linkage, consisting of a pair of radius rods, one of which ran from the lower part of the rear hub carrier forward to a pivot point on the lower chassis member adjacent to the front of the engine, the other from the top of the hub carrier back to the rear of the space-frame.

The original swing-arms were redesigned, too, now being in the form of a wishbone, with two pivot points at the inner end adjacent to the gearbox and a single one at the lower end of the hub carrier. The driveshafts were new, too, and used in conjunction with an all-new gearbox. Gone was the old split-cased design, based on the early VW and Porsche layout, and in its place was a tunnel-case transmission similar to that used on production models since the previous year.

This revision of the chassis, suspension and transmission marked a fresh start for Porsche, with most – but not all – ties with the 550A severed. The one common link remained the four-cam engine, although

ingenious 'surface' oil cooler on the underside of the front lid was no longer adequate. In its place was a new more conventional cooler mounted on the left side of the car with cooling air fed via a



continuing to find favour until as late as the 1990s with the Boxster and 996.

While early Porsche engines, based largely on the original VW Beetle motor, relied on a single-sided fan which ducted air over the cylinders, the more powerful four-cam Carrera engines needed something more efficient in the form of an ingenious double-entry fan. This design worked well but, like all belt-driven fans, sapped power. And when you have 'only' 140bhp available, or thereabouts, every little thing you can do to reduce power losses will help boost performance.

Through its connections with Fletcher Aviation, sponsors of the Carrera Panamericana-winning 550 Spyder, Porsche tried an ingenious cooling system developed by Fletcher for use on its lightweight air-transportable jeeps. Ducting around the exhaust ports allowed the exhaust gases to suck cooling air along with them – it was a clever idea but the main drawback was that it proved

Above: Ghost drawing of the 718 RSK with Watts linkage suspension and later Weber carburettors. Note the oil cooler located in the sill, fed by low-slung duct

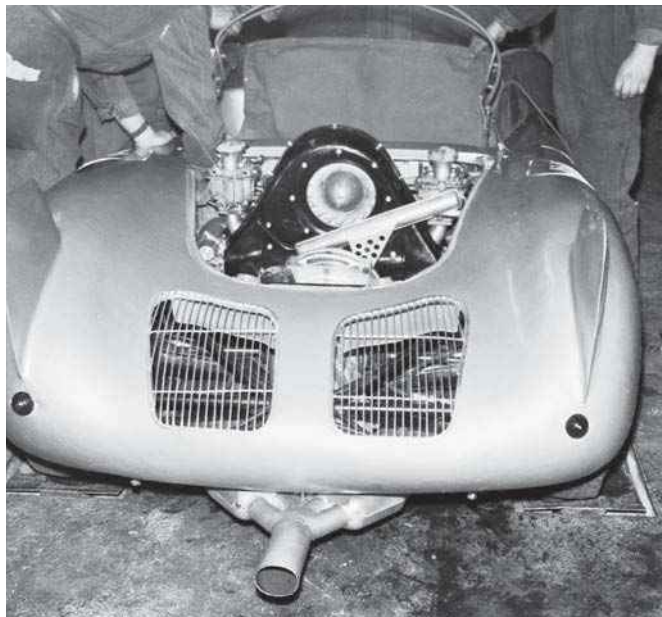
“ This was a time when all manner of ways to increase power were being tried, from fuel-injection to jet cooling... ”

even that was updated for use in the RSK. Still a 1.5-litre unit, the engine was now equipped with dual 46IDM Weber carburettors, helping to push the power output to just over 140bhp at 7500rpm, with peak torque now 108lb ft at 6300rpm.

This increase in output, along with the availability of the larger 1.6-litre and 1.7-litre four-cam engines, meant that the

scoop below the door, which then exited through a duct ahead of the left rear wheel.

This was a time when all manner of ways to increase power were being tried, from fuel-injection to – wait for it – jet cooling. Jet what? Let us explain. Rear-mounted Porsche engines have traditionally always been air-cooled, the lack of complexity and the weight saving



Far left: 1958-spec RSK showing larger rear grilles, but still with the tail fins.

Left: Removable nose panel gave access to suspension. Note flat 'bonnet' which featured surface-mounted oil cooler





incredibly noisy. So, despite gaining an extra 8bhp, the idea was quietly dropped.

There was a programme of constant development, not only mechanically but with regards to the bodywork and aerodynamics. The bodies, built by Wendler in nearby Reutlingen, were hand-formed from aluminium over a wooden buck. Of the two remaining factory-owned

drivers for feeling rather light at the rear end. To combat this, the wrecked car (which had been driven by Scarletti) was robbed of its tail fins, which were then hastily affixed to Frère and Schell's RSK, a move which both drivers agreed did improve matters.

At the 1958 Le Mans 24 Hour event, three RSKs were entered, one being a

factory-entered RSK, other than the single-seater versions referred to in last month's Archives feature (*Formula Frenzy*).

It was clear that, despite numerous successes, the RSK's handling wasn't quite as sharp as it could be. Matters weren't helped by the hair-trigger nature of the four-cam's power delivery which meant that, if a driver allowed the rpm to drop too low on a slow corner, there was a significant lag before anything much happened when the throttle was opened. What happened then was that the tail would snap out of line if the driver wasn't fully prepared.

Over the winter of 1958–59, Porsche got to work on the rear suspension once again, as this was clearly where the problem lay. Gone once and for all was the beloved swing-axle layout, replaced now by a far more conventional (by modern standards) twin wishbone system. Inside each rear wheel was a welded-steel hub carrier, to which was attached a coil-over damping unit.

The top of the carrier was held in position by a wishbone, the pivotal axis of which was about 35 degrees to the central axis of the chassis. Below that was a second wishbone, with its pivot points at the same angle, but which was almost twice as long as the upper wishbone.

Karl Ludvigsen describes the system in some detail: 'Rather than being parallel, these wishbones were in planes that converged gently toward the centre of the car, making them the equivalent of very long swing-axes and keeping the rear roll centre above ground level.'

'The new geometry provided additional negative camber in jounce (compression). It also allowed the rate of change of camber to be adjusted, which the swing-axes did not.'

'This was accomplished with less change in track, thus less of the scrubbing motion at the tyre contact which tended to destabilise earlier Spyders. Because camber change was more gentle, Porsche could fit softer rear springs that allowed longer rear wheel travel.'

There were other benefits to this design,

Above left: Inside Werk 1 in 1959 – note new body panels hanging on the wall!

Above: Simplicity was the name of the game – no speedometer but a large tachometer, angled to give the driver a better view of the 'expensive' section of the rev range over the spokes of the steering wheel

“Gone once and for all was the beloved swing-axle layout, replaced now by a twin-wishbone system...”

'second generation' Watts linkage-equipped RSKs, one still retained the tail fins which had been fitted to the early cars to aid high-speed stability, but it crashed out of its first event, the 1958 Nürburgring 1000km, during practice.

The round-tailed sister car, driven by Frère and Schell, was criticised by its

modified 1957 car with tail fins, the others new 1958-spec RSKs *sans fins*. One of the latter, driven by Behra and Herrmann, finished a very creditable third overall, while the 'old' RSK, with Barth and Frère at the wheel, finished fourth. The third car suffered transmission failure. This was to be the last time fins were tried on any



Left: In early publicity photos, Porsche chose to pose the new 718 Boxster alongside the 1960 RS60. A tenuous link, maybe, but who can blame them!





too. As the way the suspension was now attached to the frame had been changed, it was possible to simplify the chassis, not only to save weight but also to improve access to the transmission.

Ludvigsen again: 'Frame members were no longer needed to take stresses from the suspension to the rear of the axle line; from there to the rear of the car the frame had only to support the body and the end of the transaxle. Redesigned to expose the transaxle more fully, the new frame allowed transmission ratios to be changed without having to remove the whole unit from the car.'

The result of this extensive revamp of the chassis and suspension was to transform the RSK's handling. The 'wishbone car', as it became known, gave the driver the opportunity to open the throttle wide far earlier when exiting a corner, the tail squatting to leave the inside front wheel pawing the air as the Porsche accelerated onto the straight. At Sebring that year, the revised RSK finished third, with four other Porsches occupying top ten positions. Things were looking good...

The next outing was at Spa, where Paul Frère drove the revised RSK. Sadly the racing journalist/author was unable to demonstrate RSK's worth as the engine expired, meaning that all eyes were now

turned to the Targa Florio three weeks later. For those routing for the 'wishbone' cars, it was a bitter-sweet experience.

Two such RSKs went to Sicily and one, driven by Wolfgang von Trips and Jo Bonnier, led the event until the last lap, at which point the suspension broke, handing the win to the older RSK driven by Barth and Seidel. The win marked Porsche's first ever outright victory in a round of the Manufacturer's Championship.

Following the Targa success, hopes were high for a repeat performance at Le Mans the following month. With more highly-tuned engines, fitted at the behest of Ferry Porsche, all six RSKs failed to finish thanks either to engine or gearbox failure – new magnesium-cased transaxles and engines equipped with higher-lift camshafts appeared to have failed to make the grade. Post-race investigations proved, however, that the engine problems lay with the crankshaft design, which led to big-end (rod journal) failure.

After a sadly fatal showing at Avus, where the popular French driver Jean Behra was killed at the wheel of an RSK, the Porsche entourage headed for Goodwood and the famous Tourist Trophy race. Against stiff opposition from both Ferrari and Aston Martin, the little silver Spyders acquitted themselves well, von

Trips and Bonnier leading for much of the race until their car was passed by the winning Aston Martin.

The 718 RSKs continued to be raced with success, largely by privateer teams for a number of years until, in fact, the point where the 904 became the weapon of choice in 1964. As far as Porsche was concerned, 1960 saw its efforts being turned towards single-seater racing, as highlighted in last month's issue of the magazine, but the RS60 of 1960 and the W-RS Spyder of 1961 continued to wave the RSK flag, with an outright win at the Targa Florio in 1960 and a class win at Le Mans in 1961, respectively.

But the \$64,000 question is, is the Boxster deserving of the 718 branding? Perhaps that's for you to decide. It is, however, interesting to look back at the unveiling of the original Boxster styling exercise in Los Angeles alongside a 550 Spyder. In profile the Boxster concept car was snub-nosed in comparison to the production version, so a comparison with the 550 wasn't at all unreasonable.

The production version, however, had far longer overhangs front and rear – more like the side profile of a 718, in fact.

Based on that, perhaps we should be surprised that it took Porsche so long to make the connection... **PW**

Above left: Testing at its 'launch' event in May 1957 at the Nürburgring

Above: Harry Schell, Nürburgring 1000km June 1958, complete with tail fins. Oval hole in front of rear wheel was to vent hot air from the oil cooler

Below left: Zeltweg, August 1958. Jean Behra leads Edgar Barth, Wolfgang von Trips and Huschke von Hanstein. The first three were aboard the latest 718, while von Hanstein drove a 550A Spyder

Below: Ernst Vogel at speed on his way to first place at Rossfeld in his RSK in 1959







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## TECH SECTION

PRACTICAL  
PORSCHE

Welcome to the grubby end of the magazine, where the glossy features give way to the oily bits. Too often ignored, this is the beating heart of Porschedom, where we strip, mend and modify our machines and yours

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**CLASSIFIEDS**  
The place to buy and sell  
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P131

You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month persistent wheel wobble on a Cayman 981, worrying 997 rust traps, and 996 Turbo issues.

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## DETAILING: 127

Retaining the original patina or paint requires a different approach to normal detailing practices. We look at the products and techniques required.





# TECH: HOW TO

## ACCESS ALL AREAS

Replacing the coolant pipes at the sharp end of a 997 by removing the entire front subframe might seem like travelling from 'A' to 'B' via 'Z', but it's far quicker than struggling to reach them in situ – and might even allow you to tackle several other common maladies at the same time. Story and photographs by Chris Horton



Car was undergoing a major pre-sale makeover, hence missing front struts, which obviously made somewhat easier the task of removing the subframe for access to the coolant pipes. But even with the suspension still in place it is well worth the effort of what looks like some fairly serious dismantling to gain access – and in truth the job is well nigh impossible otherwise. Subframe isn't overly heavy, just a bit awkward, so it's vital to have help as the last few fixings are undone. Transmission jack is supporting the fuel tank, whose weight is normally borne by the subframe. 'Shopping list' above gives an idea of the scope of the work required before the 997 would be up to Dove House's exacting standards. Not all of the coolant pipes were absolutely essential here, but obviously it's better to replace them while you have the chance, rather than have to do the job again at a later date

**T**here is a natural and understandable tendency among both amateur and professional car mechanics to take short cuts; to attempt to replace damaged or worn-out components with the minimum of what you might call peripheral dismantling. Time is money, and even if you are doing the job for yourself, or for the love of it, there is a limit to how much of either commodity you can devote to any given task. And the unfortunate truth is that older Porsches – and many much newer ones, too – can, thanks in large part to corroded screws and other fastenings, be remarkably difficult to disassemble.

Sometimes, though, it is far better simply

to give in, to bite the proverbial bullet, and to remove whatever may be necessary to allow you the best possible access to the item(s) in question. It might seem – and could well turn out to be – laborious and time-consuming, but more often than not it will be quicker and easier in the long run. And it will almost invariably allow you to do a better, longer-lasting and ultimately more satisfying job. That, surely, has to be high on anyone's list of priorities when it comes to looking after their Porsche. Or anyone else's pride and joy, for that matter.

This particular procedure – replacing the cooling-system pipework at the front of a 2006-model 997 Carrera 'S' – is a prime example. (Unsurprisingly, it applies to 987

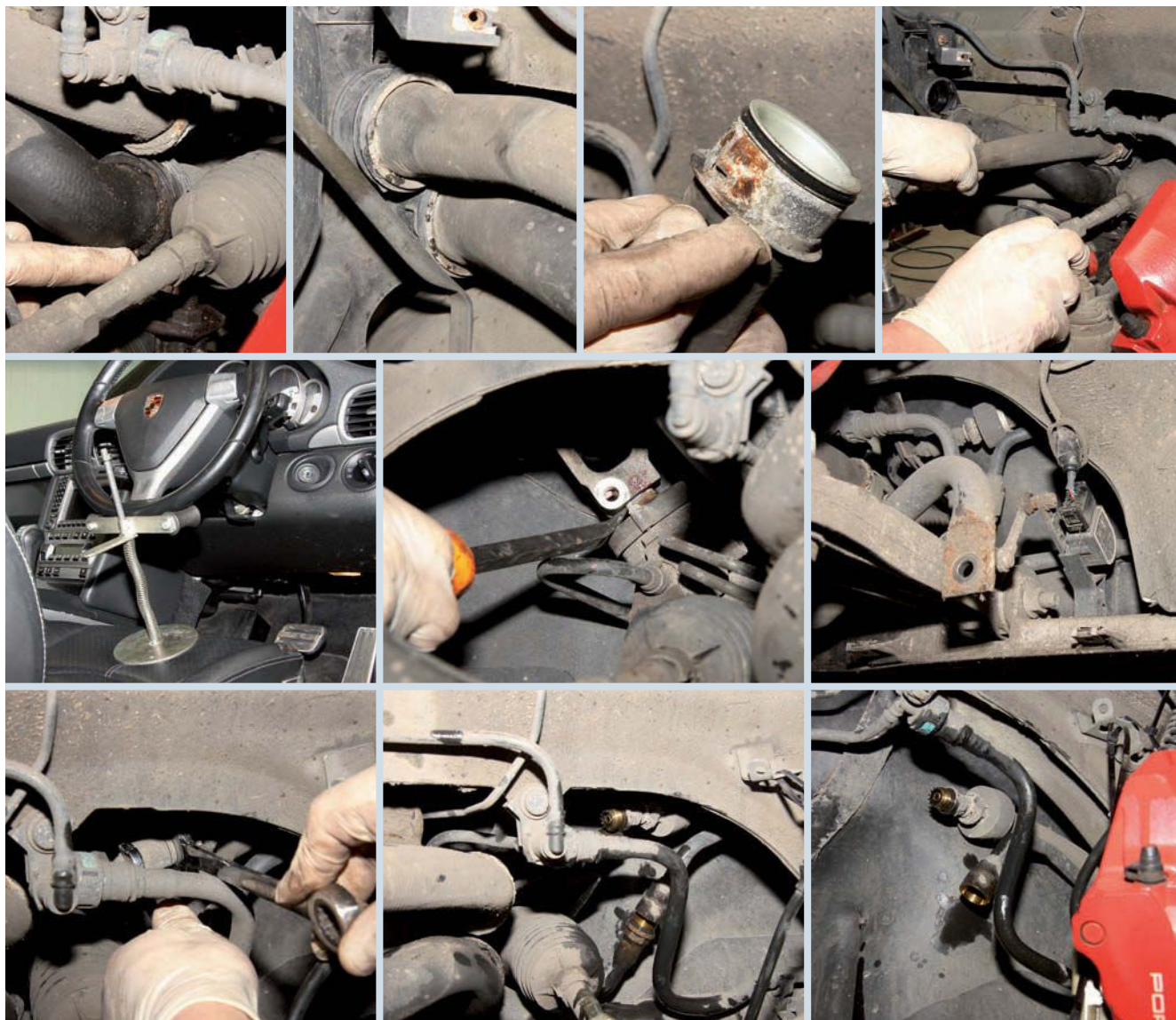
Boxsters and Caymans, as well, and broadly speaking to 986s and 996s.) With the wheels off, and the front portion of each wheelarch liner removed, you can easily replace the two rubber hoses running to each of the two corner-mounted radiators. But that leaves several other no less troublesome sections untouched – and lowering the front subframe on its mounting bolts is no help. Better to raise the car still higher – ideally on a wheel-free lift, although it is just about possible on tall axle-stands – and to remove the subframe in its entirety for the best access to the naturally rather convoluted pipes.

It sounds like a daunting task, but the fact is that the light-alloy subframe is not



This dampness seen on at least one of the radiator hoses (right) is a clear danger sign; the equally obvious corrosion inside the joint (but crucially 'downstream' of the sealing 'O'-ring) equally persuasive evidence that the problem is caused not by the coolant, but by external influences.

Either way, it can make the joints remarkably difficult to separate (top row, far right). Middle row: it is essential to level the steering wheel before separating the column from the rack, and then to keep it that way; if necessary, disconnect cable from Litronic headlamps' self-levelling sensor (far right). Bottom row: the two hydraulic lines for the steering rack have clever push-fit connectors for easy (re)assembly, but they need to be released with open-ended spanners. Access to these is not brilliant, but they shouldn't be impossibly tight. More on these in Q&A next month



Back to what you might call the heavier stuff now. With the undertrays removed, and the coolant drained and collected appropriately, undo all of the various screws securing the subframe and related components to the underside of the body – but at this stage leave a few hand-tight to retain the subframe until you are ready. Effectively the weight of the fuel tank is carried by the subframe, so support the former with a transmission jack and undo the securing-strap screws. The subframe isn't particularly heavy, but it will take three people to lower it safely from this height – although doing the job 'on the ground' would allow one or even both to be replaced by a carefully positioned trolley jack or two.

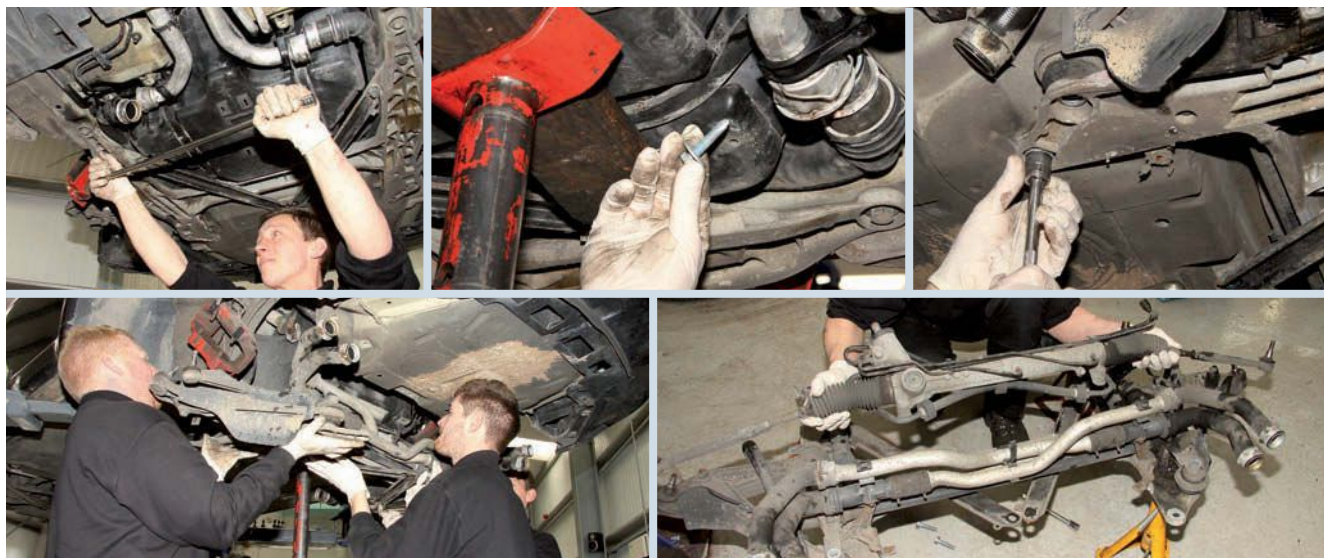
For convenience, Dove House's Phil Long places the assembly on four axle-stands; so much easier than the floor

massively heavy, or even particularly big, and while our man on the tools for this story – Phil Long at Dove House Motor Company in Rushden, Northamptonshire – needed assistance from a couple of colleagues to lower it the roughly a metre and a half to the ground, and subsequently to lift it back up again, tackling the job 'on the floor' with

a trolley jack (or two) would potentially be just a one-man operation.

Removing the subframe also allows you to attend more easily to the steering rack. It so happened that the unit in this car needed a new inner track-rod end (which we shall cover in a future how-to), but it would also be a good opportunity pre-emptively to

replace the rack's concertina-style gaiters – even if they don't necessarily need it at that precise moment – and no less crucially to give everything a good squirt of rust-inhibiting wax. You might even be just in time to stop the aluminium ferrules on the steering-rack flexible hoses corroding and subsequently splitting; see the photo at the





# TECH: HOW TO



Length of this caption relative to the size of the block of photos shows the simplicity of now removing and replacing the pipes. The key is to make sure first that you have all those likely to be needed, and then to check them against the old ones. Phil Long also likes to tackle one section at a time to minimise chances of incorrect assembly – some pipes are confusingly similar. Connections are either of the push-fit variety (near left), secured with a spring-clip, or by old-fashioned plain rubber hoses with external clips, albeit spring-loaded rather than of the worm-drive variety. They are supplied ready fitted to the hose, but in the 'open' position, so it helps to have the tool for releasing them – although you can do that with a pair of pliers. Silicone spray helps all the sections slide together easily. Copper grease on all screws etc will aid future disassembly

top left of the block on the opposite page.

At this stage you might be questioning why the job should even be necessary in the first place. Simple. (If only it truly were...) It is because Porsche, in its infinite wisdom, used what are actually quite clever quickly detachable connections between the various lengths of flexible and rigid pipes running between the rear- (or mid-) mounted engine and the front-mounted radiators. (There is, as we shall see a little later, a broadly similar set-up for the joints

in the two smaller-diameter hydraulic lines for the steering rack, with a further pair midway along the left-hand sill member.)

So instead of an old-fashioned rubber hose, pushed over the end of a rigid pipe stub, and secured with an equally old-fashioned worm-drive clip, the former is bonded to a 'male' ferrule made from what must be anodised or otherwise coated mild steel, which slides into a matching 'female' housing on the rigid section. The necessary seal is provided by an 'O'-ring, and the

connection secured by the inevitable special spring-clip. But this was done, of course, not to make the connections quickly detachable (after even a few years they can be seized solid; see the photo at top right on page 103), but quickly attachable in the factory by relatively unskilled workers.

But eventually the connections start to leak. And that, given these engines' distressing tendency to overheat, and then comprehensively to cook their cylinder bores and pistons, is hardly an ideal



## THE KNOWLEDGE

The car shown here is a rear-drive 997 Carrera 'S', albeit with its front suspension previously removed for the installation of new strut inserts. The procedure is much the same in a Carrera 4, although you will have to disconnect both the propeller shaft to the front differential and the two drive shafts to the wheels – and the subframe will, as a result, be quite a bit heavier.

In this case Dove House's Phil Long suggests disconnecting the propeller shaft at the gearbox end, which will allow the front end simply to slide out of the final drive. The alternative is partially to lower the subframe/differential assembly in order to slide the shaft out, but the additional weight of all the components makes that rather trickier, and naturally especially so when it comes to reassembly.

Bear in mind that in all cases you will also need to support the fuel tank when the crossmember is removed, as well as (obviously!) draining off the coolant, and if necessary safely disposing of it. Remove the car's undertrays as required, too – but normally that is easy enough.

A complete set of hoses, as used for this job, will cost around £380 plus VAT from Porsche, but not all may be absolutely essential, especially if you are working to a budget, so it may be better to order against those seen to be needed once you have removed the subframe.

Clearly it makes sense to renew the coolant at

the same time, unless the stuff that is in the system is nearly new – the labour time and thus the cost will be pretty much the same. (And having the steering rack checked over – see pic below – is by the same time-saving logic a good idea, too.) Phil Long uses the original Porsche coolant at £11 per litre plus VAT (and here you will need about 10 litres). It is, of course, crucial to fill the system correctly to avoid airlocks.

You will also need some Pentosin hydraulic fluid for the steering rack after disconnecting the two lines – around £15 per litre from Porsche.

Finally, soak all the hose connections – and anything else that looks like it might be vulnerable – with a wax-based aerosol spray for future protection against the corrosion that brought you here in the first place.

Our thanks to Phil Long at Dove House Motor Company in Rushden, Northamptonshire, for his help with this feature. Already widely known for car sales, the company has a large and fully equipped workshop, and now offers servicing and repairs to all Porsche models. Call 01933 354144, or go to [www.dovehousecars.com](http://www.dovehousecars.com).



In both the 996 and 986 the aluminium ferrules on the steering-rack pipes, visible from inside the right-hand wheelarch (in RHD cars, anyway), famously corrode, often leading to debatable MOT failures. (More on this area in these models in our November 2014 issue.) In the 997 and 987 the pipes have been redesigned to place the ferrules further inboard, where they cannot be seen so easily – but plainly they corrode and split in precisely the same way. MOT-testers, please note... As we said earlier, more on these quickly attachable steering-pipe connections next month. Suffice it to say here that having correctly separated the pipe ends, you then have to dismantle fully the female section, before reassembling it again on its own section of pipe. After that, it's a simple push-fit back on to the male end. Make sure the fuel-tank straps engage correctly in subframe when the latter is replaced (bottom row, near right). Reconnect front-end pipework to main under-floor sections (middle). Last job, before refitting the undertrays and the wheelarch liners, is to give all connections a generous squirt of some wax-based preservative fluid. Repeat at reasonably regular intervals and maybe your new coolant hoses will last rather longer than the original set

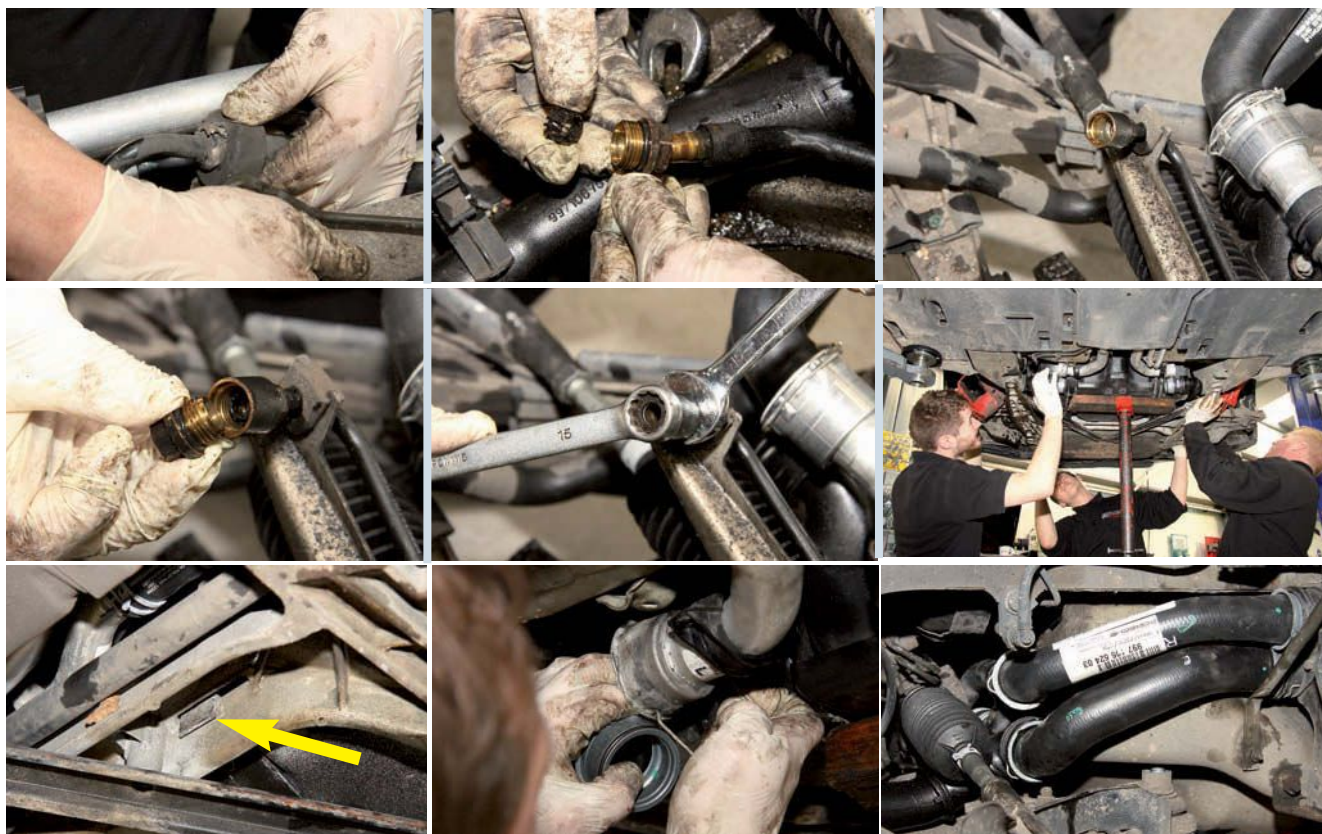
situation. Worse still, occasionally the unions might suddenly let go completely. If the car is travelling at any speed this will quickly dump most of the coolant on the road, and even if the engine is switched off immediately that situation, too, can lead to catastrophic overheating. You will be less than popular with other drivers, as well, particularly if it happens during a trackday. (Coolant is rather slippery. Worth bearing in mind that it is also highly toxic, and in theory even flammable. It is surprisingly nasty stuff, basically.)

Why those connections start to leak is

another matter. The 'O'-rings have to be the prime suspects, but in truth they are probably only the secondary cause of the problem. Look again at the photos at the top of page 103. Probably your first reaction is to blame the rust on coolant that has been seeping past the 'O'-ring for months, or even years, but Dove House's Phil Long is convinced that the corrosion is caused by rainwater and road salt getting in to the outer part of the assembly from outside, and the resulting expansion of the light alloy distorting the joint. Which then allows the seal to leak, and sometimes the spring-clip

to fail. (And the fact is, remember, that the coolant is meant to, and does, prevent corrosion. No less significantly, only rarely are the connections beneath the floorpan, by and large out of the way of the worst of the weather, similarly affected.)

Whatever, as the saying goes. Either way, the result is exactly the same. You need to do something about it. Soon. Now, actually. And this story, we hope, will in necessarily broad terms tell you how – or, no less usefully, what a professional ought to be doing on your behalf. Forewarned is, indeed, forearmed. **PW**





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## DESIGN 911

From a hobby to one of the biggest online parts suppliers worldwide, plus classic 911 sales, Design 911 is one of Porsche retailing's great success stories. We drop in and catch up with Design 911 boss, Karl Chopra

Words and Photography: Brett Fraser



**S**omewhere along the line most of us have had a hobby. Not everyone's hobby survives very long, however. But for some lucky folk, their hobby evolves from a pastime into a business. One of those fortunate few is Karl Chopra, founder and managing director of Porsche parts giant, Design 911. Karl started his business career with a number of clothing retail stores in London, but for personal entertainment dabbled in the world of Porsche.

'It began in the early 1990s as a hobby, really,' Karl explains. 'I used to buy in early 3.2s and SCs and convert them to the 964 and 993 look – it's where the Design 911 name came from. And way back then – when I still had hair! – I was doing it all from my garage at home.'

'Before too long I had customers asking if

they could buy the parts to convert their own cars themselves; the body panels and the fixings. From there things sort of grew, with those customers then deciding that they also wanted new wheels and a sportier exhaust. The parts business just built and built, so by 2000 I'd had to move to a much bigger site at Hainault [on the eastern fringe of London].

'After about 10 years it was clear that Design 911 was going to outgrow the Hainault site, too, so we actively started to look around for somewhere that would allow us to expand. It took us until September 2014 to find the right place, here in Brentwood, Essex, and then it was the best part of another year until we converted the buildings to just how we wanted them. So in August 2015 we moved all our team and stock to the new premises.'

When your company's advertising

strapline is 'Every Part for Every Porsche' and most of your business is conducted online, you might imagine that Design 911's new HQ would like nothing much more than is required for its purpose – in other words, a bloomin' great warehouse. And yet while warehouse space is obviously important when your stock list runs to 42,872 different part numbers – with most of those being stocked as multiples of – Karl wanted to inject a little style into the areas that the public can see. Dominating the front of the new building is neat, eye-catching signage, beneath which is a towering 'feature window', through which can be glimpsed a collection of gleaming classic Porsches, including a tractor.

Although Design 911 has been dealing in used cars for a number of years now, the new building has allowed the company to create a chic setting in which to display

Classic Porsche sales add a touch of glamour to the vast parts side of Design 911's business. Design 911 moved into new Brentwood premises in 2015. Upper mezzanine level is used as office space. Overall feeling is of a modern environment. Could almost be a Design 911 agency!



Right: Classic tractor is an interesting Porsche curio. Middle: Karl Chopra started his business almost as a hobby, converting Carrera 3.2s into 964 lookalikes. How times and styles change, but then life is about identifying trends. Far right: Design 911 is predominantly a mail order parts business. The packaging dept is kept very busy!



them. The walls inside the reception area are clad in honey-hued reclaimed bricks and decorated with Porsche- and motoring-related memorabilia, while on a mezzanine floor the office staff are accommodated in airy, bright surroundings. The whole look of the place is more trendy London advertising agency than Porsche parts emporium, although when you look a bit closer at some of the décor, you discover a few car components cunningly re-imagined as modern art.

Karl's keen to point out that the parts side of Design 911 absolutely remains the company's lifeblood and focus, and that he has ambitions to expand it further still, but as a Porsche enthusiast it's hard not to be distracted initially by all the shiny 911s lined up in reception. Only a handful of sales cars are on show in reception; current stock numbers about 50 vehicles, reckons Karl,

with the cars spread between several storage areas and a large workshop. Design 911 repairs and even fully restores cars before they're put up for sale, and one of the benefits of the new premises is that purpose-made facilities to handle such work were incorporated into the building's

restoration work, the large, well-equipped workshop also serves as a testing and development area for new components, as Karl explains. 'We do a surprising amount of R&D here. Take the 997 for example. If we're thinking of stocking a new aftermarket exhaust system for it then we'll put it onto a

“ Parts remains the company's lifeblood and focus ”

design. Those facilities include a state-of-the-art paint-shop: for the foreseeable future, at least, insists Karl, Design 911 will only be working on its own cars, and not those of customers.

However, as well as handling repairs and

car to check for fit and finish; then we'll stick the car on the dyno to verify the power claims and make sure it makes the right noise. If we're satisfied with the package then we'll prepare a short video clip so that our customers can see and hear what



Early Targa shell makes for a great means of displaying a small fraction of Design 911's parts inventory



# TECH: SPECIALIST



A small number of cars waiting to be turned into saleable condition. Current stock runs to 50 911s and all restoration and mechanical work is carried out on site, including state-of-the-art paint facilities

they're buying, and we also put together full fitting instructions complete with images. Keith Davis, who ran our Carrera Cup team, spends most of his time these days undertaking the R&D and filming.

'And a virtue of the sales cars that we

parts game and always look at it from the customer's point of view. That means that for any given procedure for maintaining or repairing a Porsche, we spend time in the workshop putting together the full package of parts you'll need to complete a specific

“ My end goal is to stock every part for every Porsche ”

have in for restoration is that we can trial fit body panels as well as mechanical components to ensure that our customers won't have any problems. Some parts have become so hard to obtain that we have to invest in having them remanufactured ourselves. We're really passionate about the

project; if you're replacing an IMS bearing, our kit comes complete with the IMS tool. And we'll shoot an instructional video to further help our customers – when you consider how many different parts there are and how many different Porsches, you can see it amounts to a huge amount of work.'

Design 911's warehouse is much like most other warehouses – lots of shelves, thousands of boxes, and not really much to look at. Except that if you stare a bit harder and read the labels on those boxes, you'll spot countless big brand names, genuine Porsche parts aplenty, and bits and pieces of every imaginable shape and size for most of the popular Porsche models that you can think of. Stroll around for a while and you also get a sense of the incredible volume of parts available through Design 911, from grommets to gear-lever gaiters, sports exhausts to servicing kits and everything in-between and off to both sides.

'I've long had a big vision for this business,' reveals Karl, 'and that's why I've chased down distribution deals with the likes of Dansk and Rennline. My end goal is to stock every part for every Porsche but with the choice of genuine, aftermarket or



Left: The bulk of Design 911's business is all about shifting large quantities of parts all over the world, with exemplary customer service. Warehouse is currently undergoing a re-labelling process to make it easier and quicker for staff to identify products, a process that Karl reckons should keep them busy for the next six months!



Right: Design 911 has distribution deals in place with the likes of Dansk for body parts. Below: High-speed table solutions!



tuning parts, and to have them all available for next day delivery.

'We currently sell parts to about 90 per cent of the Porsche specialists around the UK, and we're supplying more and more to garages busy backdating 911s – period gauges are popular at the moment, and we also have complete packages of body panels for one-stop backdating. We have a very good relationship with RPM and have signed a contract with the guys there to market some of the special parts they've developed in-house – for instance RPM's LumeTechnik LED headlights for the 911, and new motorsport track control arms. RPM is very good at developing things like this and Design 911 is very good at marketing them, so it's win-win.'

Design 911 was an early adopter of internet sales and the vast majority of the company's sales are online, despite the HQ's swanky reception area. 'We have a dedicated IT team,' says Karl, 'and the site is constantly being updated. And as I explained a moment ago, there's a lot of

video content on it, and photographs of most items. For several years Design 911 ran motorsport teams in various Porsche championships, but ultimately I thought that the money would be better spent on improving our internet presence.

'We now sell to 156 countries around the world, which is quite an exercise in logistics. As a consequence we have two

exercise is to make it quicker for the packing teams to locate items, box them and ship them. Given the colossal volume of parts in the warehouse, isn't this something of a monumental task, we ask Karl. 'It'll probably keep them busy for the next six months,' he laughs, 'but it will be worth it in the long term.'

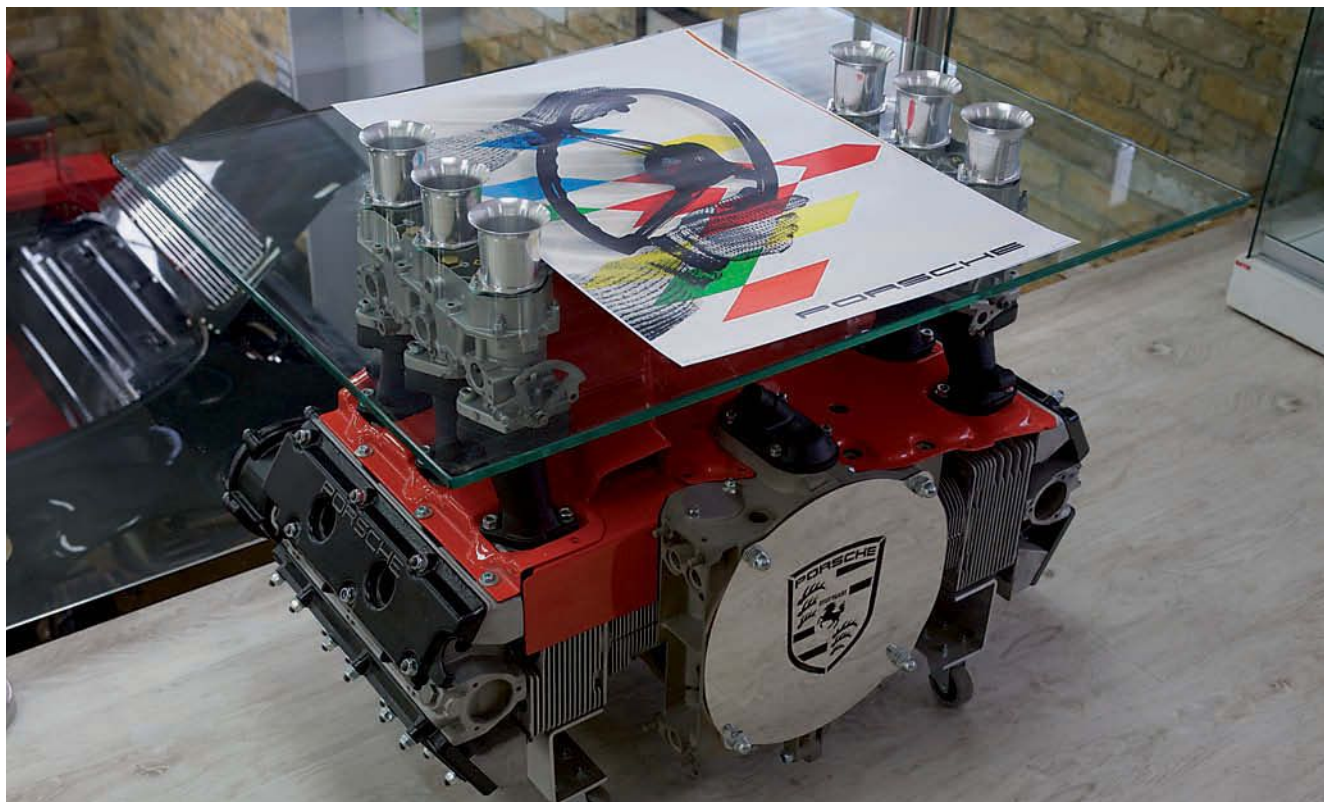
As we pack up our cameras and

“ Design 911 was an early adopter of internet sales, with a dedicated IT team ”

girls working just on shipping costs, looking for the best prices.'

Meanwhile, a team of guys in the warehouse are currently re-labelling the entire Design 911 inventory, covering over-complicated multi-digit serial numbers with stickers bearing a much simpler numbering system. The ultimate aim of the

notebook and start to stroll out of Design 911's reception, we stop to have another look at the Porsche tractor parked in pride of place. As if reading our thoughts, Karl remarks: 'Sadly that's one Porsche we don't keep spare parts for!' But now that that thought is in his head, we're sure it won't be for long. **PW**



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### THE TEAM

#### STEVE BENNETT

##### 996 C2/944 LUX

At last some movement on the fleet. I've managed to procure some standard Bilstein dampers for the 996, so the job of ridding it of its 'Sports' suspension can begin. More in the following pages.



#### KEITH SEUME

##### 912/6 'EL CHUCHO'

After adding another few hundred miles in a couple of weeks, El Chuco has a slight but annoying random misfire. I suspect plugs or the coil pack, so new ones are on order – fingers crossed.



#### CHRIS HORTON

##### 924S, 944

In the event the 924S received both a new fuel pump and filter before this month's group test – although probably only the latter was actually needed – but since then I have done about 700 miles. Result!



#### PETER SIMPSON

##### CARRERA 3.4 TARGA

Not much going on this month with Project 3.4 but I may have found the 2.7 an engine builder. Just waiting for the engine gasket set from Car Parts 911 and, unless I find some major problems, it's good to go.



#### BRETT FRASER

##### BOXSTER 3.2S

It was a touch and go struggle, but Ian Florence of Precision Porsche Specialists has fixed my knackered door handles. It's hard to describe what a joy it now is to be able to pull on the handles and them work.



#### JOHNNY TIPLER

##### BOXSTER 986/996 C2

The 996 being my everyday car, there's no sparing it in the winter, so it's on with the winter tyres. Not that things went smoothly, as you can read opposite. Meanwhile, the Boxster is for sale.



#### ANTONY FRASER

##### 996 GT3, SC, TRACTOR

The GT3 is still on the market. I thought I'd got it sold but a last minute change of circumstances for the buyer put paid to that. Meanwhile the SC is going to get a whole new fuse board.



## RUBBER SOUL

Tasked with touring a few of our northern European specialists in February, Johnny Tipler shod his 996 "Pig Energy" with snow tyres, just in case of a late dump...



**S**liding backwards off the road and into a brewery car park. That was our ultimate fate when we last went to Germany in late winter a couple of years ago. Our Boxster 981 was on regular tyres and, as we left Bilster Berg race track to head home, a sudden blizzard rendered us traction-free and we slid helpless off the road, while the rest of German motoring life cruised by on their snow tyres – that are a legal requirement till April. My colleague was at the helm, but even the talents of Bjorn Waldegård wouldn't have saved us from the ignominy of an ADAC recovery truck. So when the Dear Leader and our esteemed ad manager Jamie Stainer tasked me and Mr Fraser with visiting a couple of Porsche specialists in northern Europe, slapping a set of winter boots on the 996 was a no brainer.

I'm a glutton for punishment, in that I've followed the Monte Carlo Historic Rally for much of the last decade, not only because you see as many as 60 assorted Porsches in action on the special stages en route to the Med, but you pass through some of the most stunning scenery in Europe in the Alps, Ardèche and Vercors. And that means you can normally bank on encountering plenty of snow – though this year it was almost entirely absent – and for the last few years

I've fitted a set of wheels shod with four of Finland's finest, Nokian Hakkapelittas. Previously it was 964 Peppermint Pig that trottered around on winter tyres, and this year it was the turn of its successor, 996 Pig Energy, to receive the Nokians. But here's the thing: they don't make a snow tyre wide enough for the rear rims of the 996, though there is a substitute Hakkapelitta (255/45 x 18) that will fit but happens to have taller sidewalls. This factor has the effect of confusing the 996's on-board computer into thinking the PSM and ABS aren't working, provoking urgent warning messages on the dashboard "drive immediately to nearest Porsche service centre" – though in practice I couldn't discern that there was actually an issue with them, and a few flips on the lower left-hand lever on the steering column dismissed the warnings. More dramatically, however, the taller rear tyres tilted the posture of the car so the back was somewhat higher than the front, causing the leading edge of the splitter to scrape all ramps (like, onto the Stena Line ferry) and speed humps encountered, as if we were traversing the Nordschleife's Karussell (much to my snapping companion's derision). Some Dutch speed humps are so high they presumably also serve as flood defences. But there was some vindication: as I hustled to Harwich to rendezvous with Cameraboy, Norfolk was in the grip of a blizzard, and the

### JOHNNY TIPLER

#### 996 C2, BOXSTER S

##### Occupation:

Freelance writer, author

##### Previous

Porsches:

Carrera 3.2, 964 C2

##### Current Porsches:

Boxster S/996 C2

##### Mods/options:

Modified induction

set up/K&N filters,

remapped ECU,

Dansk exhaust

##### Contact:

john.tipler@paston.

co.uk

www.johntipler.co.uk

##### This month:

Wheel centres for the

Boxster, badging,

winter tyres and

wheel alignment for

the 996





Tipler's 996 out in the field posing next to one of Stenaline's finest (opposite), on which it, plus Johnny and snapper Fraser, spend much time criss-crossing the North Sea. In the paddock at Zandvoort, with TwinSpark Racing's IROC RSR replica

996 glided through the white carpet with undiminished traction while all around me floundered, and I smugly thought fitting the Nokians was fully justified. As it turned out, northern Europe basked in bright sunshine the following week, and there was no snow. But at least we were legal.

Ferry journeys vary according to prevailing weather conditions, and the gales afflicting Britain made for a noisy crossing to the Hook of Holland as the Stena Britannica was battered by heavy seas. From my cabin porthole the waves didn't appear that high,

though I was pleased I'd left the 996 in gear and double-clicked its alarm so it wouldn't go off as the car would probably rock as the ship rolled. Anyway, we had a very good meal on board, and luckily they'd given my companion a wide berth (editor groans). After the ship docked we drove straight to Zandvoort circuit for an exclusive day on track with TwinSpark Racing in their IROC 3.0-Carrera RSR, which will feature in a forthcoming issue. Then it was on to Dortmund for a day with 9ff, who build amongst the most powerful 911s in the

world, blasting their 1000bhp 'GTurbo 1000' and 800bhp 'F97 Gtronic 750' on a nearby track, rounding off the trip with a turn in a rare 996 Millennium belonging to our pal Bert Houtmann. And then back to Blighty aboard the Stena Hollandica, pausing quayside to snap Pig Energy beside the vessel. The overnight crossing couldn't have been smoother. As for the snow tyres, back at base, the guys at Kingsway Tyres switched the 996 back onto the split-rims and ContiSports, stashing the Nokians for next winter. **PW**

## IF YOU GOT TO GO...

Now for the sad news. "House purchase forces sale" is the regular cri-de-coeur of the desolate car vendor, but now it's my turn to utter those pitiable words. There are two Porsches in this household, and for that very reason, one must go. So with heavy heart I must offer Mrs T's 986 Boxster S 3.2 to the highest bidder. She is pragmatic enough to allow it to be sold. As the regular reader will know, it's a rare 50th Anniversary 550 Spyder model, number 1603 out of the 1953 produced, with exalted specification including Mo30 suspension, slightly lowered by 10mm, marginally higher 266bhp and finished in Carrera GT silver metallic, with 5mm spacers, grey-painted wheel spokes and sundry silver cockpit trim. Dubbed "The Silver Bullet" (which I'm informed is also the name of a sex aid), I bought it for Mrs T from Paul Stephens a couple of years ago with 25k miles on the clock, and it's now done 57,500, which includes a memorable trip to our gaff in Portugal – also recently sold to fund house purchase in Blighty. Now the car is back in Paul Stephens' showroom where connoisseurs of high-spec Boxsters can inspect it. The purchaser will also receive a copy of my forthcoming book on the model in which it features liberally (natch!), that's due for publication this summer. As special-edition Porsches like the 996 Millennium and 40th Anniversary models appreciate, I'm confident that the 50th Anniversary 550 Spyder version of the 986 Boxster S will go up, too. It's also the far better drive of our two cars. So, you ask, why not dispose of the 996 C2 Pig Energy, which has no special provenance apart from the various accessories and tune-ups that I bestow upon it? Just that, really: the Boxster's inherent value lies in its unmolested special-edition status, which it would be foolhardy to muck about with, while the 996 serves as a changeable canvas as a project car for this magazine. Next task must surely be to fit a lift-kit for the front suspension to protect that long-suffering splitter. As for poor Mrs T, she will be back behind the wheel of a very secondhand-looking Alfa Romeo 156, though maybe a bargain basement Boxster will come along sooner or later.



## CONTACT

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## PROGRESS – AT LAST!

One thing is for sure, languishing in the garage is not going to get the suspension fixed on Bennett's 996. But now that the Bilstein dampers have arrived, there's nothing to stop progress, so it's out of the garage and off to be sorted



**STEVE BENNETT**

**996 C2 944 LUX**

**Occupation:**

Editor,  
911 & Porsche  
World

**Previous**

**Porsches:** 911  
Carrera 3.2, plus  
numerous 944s

**Current**

**Porsche:**  
996 C2, 944 Lux  
**Mods/options:**  
Augment  
Automotive ECU  
and camshaft, Koni  
dampers, 996  
standard

**Contact:**

porscheworld@chp  
ltd.com

**This month:**

The 996 is at Auto  
Umbau for  
bodywork and  
suspension fitment,  
plus loads of other  
things!

It's rather timely that we're discussing cheap Porsches in this very issue. We've been selling the dream at the front end of the mag, albeit with a good dose of added realism, but here at the grubby end is the reality of life with a more budget orientated Porsche. Budget being a £13k 996 C2 in my case.

It has become the lesser spotted 996 in recent months and, prior to sticking a battery charger on it in late March, I hadn't actually driven my 996 since September last year. Before I wheel out a well worn patter of excuses, perhaps I should recap on why/how I happen to have a sparingly used (well, in my hands, at least) 996 C2 in my garage.

Actually, for my car buying philosophy and general rationale I could just point you in the direction of pages 84–85, where you

can cast your eyes on 15-years worth of bargain Porsches that have passed through my mitts. All you need to know about the 996 is that it was something of a distress purchase. 'Distress' in that I knew if I didn't buy one quick sharpish, then I never would. That was in June last year, when it became apparent that even the unloved 996 was being dragged along by the general fever of classic air-cooled 911 prices. That and the fact that the 996 C2 manual would always be a good bet as the enthusiasts' choice. It's a given, and once you've filtered out all the C4s, Tiptronic, Cabs and dubious colour combos, the market is surprisingly small.

So small, in fact, that I convinced myself that the car I really wanted was for sale in Edinburgh. It had a great spec, including M030 suspension, sports seats, cruise etc,

so I jumped on a plane with a bag of cash and drove it home. Would I have bought the same car if it had been round the corner? Hmm, that's a question I haven't liked to ponder, but in the spirit of being confessional I have to say – probably not. Why? Well, I've whinged and whined on about this too much already, but the M030 Sports suspension just feels as if the dampers have been filled with concrete, and it spoils the car. I convinced myself that the rest of the car was good and surely replacing the suspension won't be too much of a hassle?

And the rest of the car was pretty good, or so I thought, but let's not kid ourselves, and this where the reality of a budget Porsche can bite. It is a 19-year-old car and stuff wears out – even on a car with under 80,000 miles on the clock. Let's face it,

Below: A whole lot of suspension bits and bobs including 'coffin arms' all round, top mounts front and rear, various bushes, Eibach springs and, of course, new standard spec Bilstein dampers







most cars built in 1998 went to the scrap yard some time ago. A full service history and reams of invoices only count for so much. Sure, the oil has been changed every year and consumables like brakes, tyres etc, but at this stage of a car's life there is a lot of running gear that is just plain worn out. Not, fortunately, the engine and gearbox, or clutch. I had the car checked over at RPM Technik and they compression tested the engine and stuck a bore scope into its nether regions. All good. The clutch had been replaced 25,000-miles ago, with evidence of the IMS bearing, albeit for – seemingly – a standard one.

For some reason the entire M030 kit – dampers, springs and roll bars – had been replaced by JZM at around 60,000-miles, but the rest of the suspension was looking very tired. Bottom suspension arms, track control arms, various bushes, top mounts, it all needed replacing. And this is typical of any modern Porsche at this age, and the sort of thing that can render really early Boxsters beyond economic repair. Porsche suspension, particularly the multi-linked rear, is very complex and rather pricey. Not that I had gone into this with my eyes closed. It was no great surprise, just rather sobering when the required parts are listed piece by piece, and that's not forgetting the rear discs, which were pretty rusty, and

some other bits and bobs.

So, in reality, the M030 was the least of my problems. I set about collecting a big pile of suspension components and considered other options, too. I had driven Dep Ed, Brett's, Boxster 986 S, with its Eibach springs and standard dampers and rather liked that combo, so I decided to replace the M030 springs with Eibach jobs. The dampers I decided to revert back to standard O/E Bilsteins and, as for the anti-roll bars, well, I will probably stick with the M030 jobs. Wheels and tyres? Well, it came with optional 18in 'twists' but I'm a sucker for ride quality and handling purity, so I've gone back to the standard 17s, which I picked up on eBay. I reckon it will look pretty smart on the lowered springs with the wheels tucked into the arches. And besides, the first 996 C2 I ever drove was a press car on 17s back when they were new and it was just handling perfection.

So what has been holding all this up? Well, my own inertia, winter and a worldwide shortage of standard 996 dampers. Perhaps they all wore out at the same time. Seriously, it has taken a good few months to get hold of these, but finally the good folk at Euro Car Parts got some in and now I'm ready to go. It's going to be a big job: New suspension all round, including dampers, springs, bottom arms, rear control

arms, front and rear top mounts, bump stop and bushes, plus new discs and pads front and rear. In short, bar engine and gearbox, virtually all new running gear.

I've entrusted Bedfordshire based Auto Umbau to do the work. We like their style and their pragmatic approach to keeping these water-cooled 911s on the road, and they're very good with body work too. Ah, yes, I'm saving the best/worst until last. My 996 has had a knock somewhere along the line on the nearside rear wing. It hasn't been very well repaired. In fact it's been bodged and once the mechanical work has been attended to, Robin at Auto Umbau will have a good dig around. My fault, I didn't spot it. RPM picked up on it immediately. Did the vendor pull the wool over my eyes? I don't think so and I've no way of knowing whether it was his doing, or a previous owner. Body bodes can be slow to materialise and I consoled myself looking round Auto Umbau's base, that I wasn't the owner of one of the many air-cooled cars undergoing full restoration, and rectification of previous bodywork bodes.

So there you are. Cheap Porsches? No such thing. Cheap to buy, maybe, but let's not delude ourselves on running costs. And as the modern water-cooled cars get ever older, then the more we owners head into unknown territory. **PW**

Up on the ramp at Auto Umbau. That's when the full truth is revealed. A glossy exterior can hide all sorts of age and weather related issues underneath. Bennett's 996 is no different

Below: Auto Umbau's Robin McKenzie with the torch of doom under Bennett's 996. Wheels are standard 17in 996. Metallic grey finish may or may not be retained, depending on how they look on the car

## CONTACT

**Auto Umbau**  
classiepporsche  
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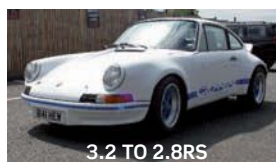
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## NEW KID ON THE BLOCK

Introducing a new addition to the *911&PW* fleet – Graham Ridgway and his 930 Turbo prototype inspired 911 AKA ‘Stealth Bomber.’ Here he introduces us to his varied motoring history and his graduation to all things Porsche, of which he’s had a few



### GRAHAM RIDGWAY

#### 911 HOT-ROD/911SC

**Occupation:** Computer software consultant

**Previous Porsches:** Too many to list!

**Current Porsches:** Turbo prototype inspired 911 hot-rod, 911SC

**Mods/options:** Lots, but all will be revealed in a future issue

**Contact:** graham@ridgworld.com

**This month:** An introduction to my motoring past and my Porsche present

**M**y name is Graham Ridgway. I like driving, I like cars and I like 911s. What do I do for a living? Having run software businesses for a few years, I now work part-time advising others on how to do it. That in theory leaves time for playing with 911s as well as working on my Reynard FF2000 historic single seater which is campaigned in the HSCC.

Interest in cars for me was inevitable really as my father was an engineer by trade, a car mechanic, and for a long time in his early days he worked in the garage's race team.

My first car was a very elderly Vauxhall Viva and the next was a slight less senile but, as it turned out, very rusty BMW 2002. I did about 20k miles in that over 12 months

before it disintegrated into a pile of rust, filler and newspaper. The next step was a good one – a super pretty red Elan S2. But alas before the deal could be sealed I took leave of my senses, decided to get married and used my car fund as a house deposit.

Then came the sportscar wilderness years. An '80s 1200cc Astra with essentially the same pushrod engine as the Viva, followed by a baby-carrying, cranky Passat.

The wilderness ended when I worked for a small software company with a very enlightened view on company cars (until the taxman spoiled the fun). All the cars had to be different as we all swapped around. I ended up with a Citroen BX 16-valver. The fleet was great – Cavalier SRi, Astra 16v, 205 GTi, 405 GTi, Lancia HF Turbo, Montego Turbo, 944 Turbo Cab and a couple of 911s. Then came an MX-5

(harking back to the Elan that never was), followed by a Caterham HPC (it was a very enlightened company car scheme). I used the Caterham day in and day out, commuting and travelling around the country to visit customers – some 30k miles in 18 months.

The Caterham theme continued with a Superlight R. But I had gone soft, so I had an everyday car as well. That was my turbo-barge period with a Subaru Impreza P1 followed by an EVO 8 FQ 320. The Caterham transitioned into an R500 and there was temporary custodianship of a friend's 355 but there was a dawning realisation coming.

An epiphany – how could you be a proper petrolhead if you have never owned a 911? So I took a trip to Paragon for a fun morning's test drives. Starting with a 996TT

Left: Engine in Graham's car is a Redtek built 3.8-litre, with PMO throttle bodies, 11.5:1 compression ratio, Mahle cylinders and JE pistons. Power is around 350bhp. Wheels are Minilite split-rims







– OK, fast but uninspiring. A bit like the Impreza, really! Then on to a C2, much more me, but not there yet. Then on to a Mk1 GT3 – ahh, now that's the ticket.

So then started the very long search for a 996 GT3. How could it be so hard? I did a road trip with Andy Fearn at Fearnsport and we saw four failures in a day. Maybe 911s were not for me. Fortunately man-maths came to the rescue. The budget went up a bit, and then a bit more. The search alighted on a GT3 RS in the Pistonheads classifieds. Three years old with only 2500 miles and two collector owners. I've never seen such a well looked after car and luckily the PPI agreed. It was mine. I used it for my commute a couple of times a week. It was a truly wonderful car, exquisitely brilliant in all circumstances. Blindingly quick, but the best thing was how much I enjoyed it in all circumstances and at all speeds. Even just driving out the drive in the morning with that lovely chunter from the clever 911 diff just made my day.

That was the start of my 911 journey, and strangely, without any specific planning, that was the newest 911 I've owned. Then came a 2.7RS rep which taught me how painful it can be when you don't do your homework properly when buying, an amazing black, mean looking 930 Turbo Targa, that had got a possibly accurate 8k miles on the clock, a lovely 993 Targa, a quick foray into Boxster

land with a 3.2S, a 1981 3.0 SC which I still have, and finally my 1989 G50 hot rod named by its creator Nick Fulljames, Mr Redtek, as the Stealth Bomber and pictured here.

I came across Nick when I needed to try and make the engine from my 2.7 RS rep work. That car is a whole story in its own right, but suffice to say the "fully rebuilt, line-bored, shuffle-pinned, 210bhp, 2.7 RS-spec" engine wasn't anything like that. In fact it was an utter mess. However, it got the full Redtek rebuild treatment and emerged as an absolute hooligan of an engine.

Then Nick and I got talking about his idea for a subtle (hah!) hot-rod. The inspiration for the looks was the original 911 Turbo prototype from 1976. Then came more chat, ideas and the concept took shape. It was to have a brute of an engine and perform like the SR71 Blackbird, a stealthy, menacing, black project. Now of course the pedants will point out that the SR71 was a reconnaissance plane, not a bomber, but let's not let the truth get in the way of a good story!

On a more practical note, we set out what it needed to do. It had to be light, sound good but not too loud, it had to be firm enough to work well on track, but compliant and comfy enough to go touring with Mrs Ridgway aboard and certainly not crash and bang over the bumps.

It was a long journey to go from concept to finished article. It was completed last Autumn. In the time honoured tradition just in time for its first outing – a weekend away with the aforementioned Mrs Ridgway to watch the Spa 6 hour race.

It was a long gestation with lots of decisions made along the way, but would it fulfil the promise? The greatest air-cooled 911 all-rounder of all time. Or would it be neither one thing nor another? The ultimate dull jack of all trades?

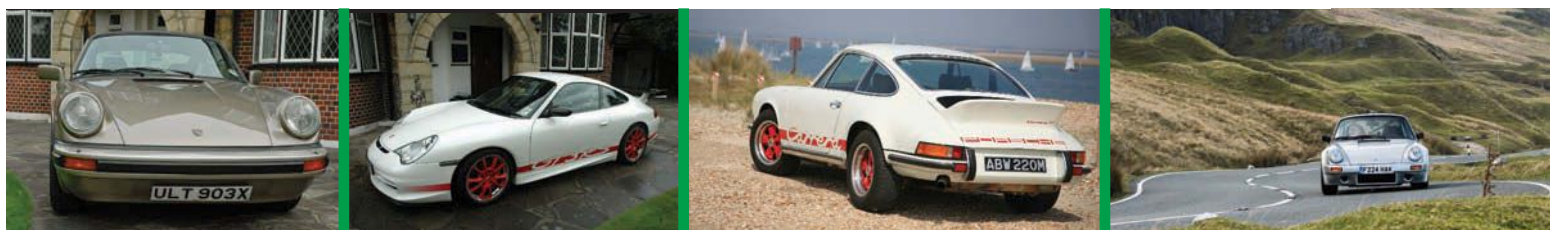
The track is yet to come, so the jury is out there, but for wife friendly touring, it works a treat. The trip to Spa and back was brilliant (although as we later found out, the belt in the 993 twin distributor setup broke somewhere along the way). More interesting was a trip on the Welsh roads where it was lightning fast with huge grip and poise through the bends. It's a bit physical in the twisties, so either I need to get more manly or have the suspension geo tweaked a little. I'm going for the latter.

The Stealth Bomber has been back to Redtek over the winter for "snagging" and then we're off to Center Gravity to set up the suspension. I'm looking to get it a bit more chuckable (technical term) and get the corner-weights set properly, one of the fronts tends to lock up first under braking.

And then it's off for the next test – the RS day at Oulton Park in March. **PW**

Number plate gives the game away a little. 'Stealth Bomber' is based on a late-model Carrera 3.2 bodysell, with steel Turbo front and rear arches, SC doors and a replacement roof skin minus sunroof

Below: Graham's partial Porsche history. Left to right: 911SC is still owned today. First 911 owned, a 996 GT3 RS. No messing around, then! '73 RS replica proved to be an expensive mistake. 'Stealth Bomber' at play in Wales





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Welcome to *911 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts do their best to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine and our cars. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations that we can find. Prices quoted are to the best of our knowledge correct – for the UK market – at the time of writing, and generally exclude VAT unless otherwise stated. Naturally we do our very best to ensure that the advice and information given is accurate, but we can accept no responsibility for any effects arising from it.

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## CAYMAN 'WOBBLE' MIGHT HAVE AN UNUSUAL SOLUTION

**Q** My 981 Cayman 'S' has done only 15,000 miles from new, but seems to have developed a persistent wheel wobble that, so far, has resisted all attempts to eradicate it.

All four wheels have been balanced and then rebalanced, and in the process I have even tried deflating all the tyres and moving each one round its respective rim to see if that made any difference.

The problem is less noticeable when the car is travelling at a constant speed – even at well over 80 (on the German Autobahn, of course...) – and worse under acceleration. I would appreciate any advice you can offer – this is beginning to mar my enjoyment of an otherwise fine car.

**Michael J Southam**

**A** **Chris Horton, 911 & Porsche World:** Interestingly, a colleague and now friend of mine, Peter Maynard, experienced exactly the same issue in his own 2013-model 981 Cayman, which he has owned from new. In fact, it was me who, as a passenger in the car during a long motorway journey last summer, first pointed out the vibration. It was virtually non-existent at constant speeds, but occasionally very obvious under even moderate acceleration. I suggested at the time that, rather than a wheel-balance problem, it felt like it could be something to do with a drive-shaft joint.

Peter, being a fastidious chap, immediately took the car back to his Porsche Centre for attention

under warranty. Remarkably, if perhaps a little hastily, they replaced the entire PDK transmission (at which point I think Peter probably began to wish that I had kept my big mouth shut!), but this made no discernible difference. On advice from Porsche Cars GB in Reading the Porsche Centre then replaced both of the drive shafts and, hey presto, the vibration was gone.

One does wonder how and why the decision was reached at that Porsche Centre to install a new transmission – surely it is always more prudent to start with the simplest and the cheapest possible culprits in any such situation? – but for Peter it was a clear win-win. His car, now nearly three years old, effectively ended up with a brand-new drivetrain. And certainly no 'wheel' wobble.

Small and perfectly formed it may be, but Peter Maynard's 981-model Cayman turned out to have imperfectly balanced drive-shafts (or possibly universal joints). But only after the entire transmission had been replaced under warranty. So our advice to reader Michael Southam would be to start with the simplest and cheapest items to check and/or replace, and probably not the most costly and complex single item after the engine...





## 997 OWNERS, BE AFRAID – BE VERY AFRAID!

A modern Porsche, as any skoolboy surely kno, is not only 'galvanised' (although in truth the process is more like an electrophoretic coating), but also has a 10-year warranty against perforation of the body shell as the result of corrosion. You might reasonably think, then, that it would take considerably longer than that for even the smallest rust hole to appear, especially in areas that are not in the direct line of fire from the wheels. If not, Porsche would be paying out thousands of pounds, dollars or euros in warranty claims, right?

But you could be disastrously wrong on both counts, as this photo (right) of the rearmost crossmember from a customer's 2007 997, on the lift at Auto Umbau in Bedfordshire, graphically proves. Proprietor Robin McKenzie has both a number of theories as to the cause of the problem and a vested interest in preventing them. His own 2006-model car is similarly affected, and not altogether surprisingly Porsche is showing no sign of playing ball on the warranty front, despite Robin's entirely reasonable argument that there must have been 'perforations' in the metal long before the damage reached this magnitude. (And his car, he tells us, is actually far worse than this.)

Chief among those suspects is what must be the considerable heat from the adjacent catalysts, which first burns away the protective paint, and

then accelerates the subsequent corrosion. (And significantly – or not – both of the cars we are talking about here are the 3.8-litre 'S' models.) Many years ago I owned a VW Golf Mark 2 whose front bulkhead had developed a similar rust hole immediately behind the exhaust downpipe, after the heat shield had itself fallen apart and I failed to replace it quickly enough. Either way, this is an obviously very important subject that we shall be coming back to in the near future, with a practical guide to repairing the damage such that the shell is rendered arguably better than new. Meanwhile, though, we naturally urge anyone with any model of 997, from an entry-level 3.6 up to a GT3 or Turbo, to have a look at their own car and to make sure that it is not going the same way.

Such is the close proximity of the exhaust system to the rear crossmember that it is certainly not easy to see or even to feel the possible damage (make sure the exhaust is stone-cold!), so you may need to have your Porsche Centre – or independent – make the check for you. And it goes without saying that if you find even the merest hint of a problem you need to do something about it immediately, especially if, as many 997s now are, the car is nearing the end of that 10-year warranty – if not out of it entirely. Whether you have any more luck in that respect than Robin McKenzie is another matter,

but whatever the outcome we would naturally love to hear from you. And, as I say, we shall be looking at a real-world repair job very soon.



Precisely why this 997's rear crossmember has rusted in such a spectacular fashion is open to question, but roasting from nearby 'cats' is the most likely cause

## ANOTHER SATISFIED CUSTOMER – 1

In your April 2016 edition you kindly offered me some advice about my non-starting 986 Boxster 'S', so I thought I would give you an update. To recap: the engine started fine from cold, but when it was hot it wouldn't even turn over on the starter motor – even after I fitted a new one. Northway's Paul Stacey suggested a number of possible causes, including the starter-motor relay, the main power lead from the battery, rainwater damage to the control module under the left-hand seat, and not least the inhibitor switch on the shift lever. (The car is a Tiptronic.)

The rainwater suggestion was a good one. A year ago the car did, indeed, show evidence of water under the passenger seat, and I had a local independent specialist replace a relay and dry out the carpet. I thought it had been OK since then, but following Paul's advice I checked the carpet again and, sure enough, it was soaking wet. (The

last time I looked was back in the summer, when naturally we weren't having too much rain.) It looks like I need to check the drains from the hood area, as you recommended in a how-to feature a while back. *[It was the March 2013 issue, for the record. – CH]*

Luckily, the ECU was still dry – in fact, I don't think it has ever been wet, despite the moisture that has been in the carpet. Anyway, I replaced the starter-motor relay and checked the battery connection, but still no breakthrough – and still the car would start perfectly from cold, but never when it was hot. A few days later, though, I started to make some progress. Unable, yet again, to start the engine, I began moving the shift lever back and forth to find neutral, so that I could manually push the car, and to my surprise the engine turned over and immediately fired.

This led me to have the car looked at by

another independent specialist, Brookspeed in Eastleigh, Hampshire ([www.brookspeed.com](http://www.brookspeed.com); 02380 641672), and they found the shifter arm to be very corroded and stiff, and not locking completely when it was in the 'Park' position when the engine and transmission were warm. This was obviously feeding completely false information to the inhibitor switch, which as we all know is designed to prevent the engine of an automatic car starting with the transmission 'in gear'. Brookspeed subsequently replaced the arm and lubricated the switch, and now the problem is solved. No less usefully, the shift lever itself moves much more smoothly and freely.

I hope this will be of some use to any other *911 & Porsche World* readers who might be experiencing a similar problem. And thanks once again for your help in this matter.

**Fred Merieult**

## ANOTHER SATISFIED CUSTOMER – 2

Meanwhile Dave Jones, the owner of a 996 with a soggy door card, has been in touch to confirm our diagnosis of his problem, also in the April 2016 edition (*Holding back the tide*, page 124).

'Thanks very much for your response to my query. Following your advice, I managed to take the door card off yesterday, and found that the mastic sealing the membrane to the metal shell had become dry and very brittle, allowing water to pass between the two. I peeled off the old mastic, and replaced the membrane with a more flexible compound, and the leak has now gone. Your assistance is much appreciated, and thanks once again.'

Well, we aim to please!



Most cars rely on a 'membrane' between the door shell and internal trim (or card, as it is also known) to prevent water ingress to the cabin. In the 996 (and the 986, of course) that is a simple but also effective sheet of foam-style plastic, but its perimeter sealing mastic can dry out and become brittle, with obvious results



## GREAT PORSCHE – SHAME ABOUT THE HEADLIGHTS...

**Q** I have just bought a 2003-model 996 Targa, after many Boxsters. It's a great car – although the Boxsters did have better handling, I think – but I do find the headlights rather poor. (And all of the Boxsters seemed better in that respect, too!) Can you recommend any suitable upgrades, please? Oh, and I thought you might like to see a photo (right) of my very first Porsche – a 2.0-litre 924 that, as a then 34-year-old, I owned way back in the early 1980s.  
**John Wright**

**A Robin McKenzie, Auto Umbau:** Both the 996 and the 986 have essentially the same headlights, so the only immediately obvious reason for the differences you have noted might be that one or other of the Boxsters had optional Litronics, and your current 996 does not. Or maybe some brighter after-market bulbs had been fitted to one or other of the earlier cars.

The other thing that springs to mind is that the plastic headlamp covers discolour over a long period, and can sometimes become almost opaque. Some people suggest that you can polish this out, but it is a rather laborious process, and rarely successful in the longer term.

If that is, indeed, the problem, then I would suggest simply buying some new headlamps – or, since they cost a small fortune, even from after-market suppliers, some good second-hand ones. Going rate for your 2003 Targa should be about £750 per pair. Try Douglas Valley Breakers in Lancashire (01257 472866) or 9Apart, who are also in Lancashire (01706 824053).

I am presuming, of course, that your existing headlamps are aligned correctly. That would

obviously be worth checking before you start spending larger sums of money.

**A Tore Bergvill, Classic F/X:** The 996 had halogen headlights as standard, with inherently brighter Litronic HID (ie xenon) headlights available as an option. I am going to assume that you have the standard lights; these are fitted with ordinary H7 bulbs.

A common issue is the ageing of the plastic lens in front of the bulb, as well as the exterior cover itself. This will obviously reduce the light output, and if this is the case you should consider fitting complete new headlight units. You could also consider simply renewing the H7 halogen bulbs, because sometimes the light output from them decreases over a long period of time.

I have no recommendation as to bulb type. There are a lot of fancy alternatives available, but often the packaging and the price are more impressive than the light output and the quality of the bulb. My own tests have revealed only very small differences in light colour and output, so I would recommend that you simply find a reasonably priced bulb from a reputable supplier.

Always use the specified type of bulb, and not items with a higher wattage rating. Those might slightly increase the light output, but will also produce a lot more heat. This could damage your headlights, as well as risk dazzling oncoming traffic.

The Porsche Litronic headlights are probably available as a retrofit kit, or else by buying the individual parts, but this would almost certainly be prohibitively expensive. These are of a different construction, using a more sophisticated glass lens and reflector in order to obtain the correct light

output pattern. To be road-legal, though, this upgrade would require headlight washers, as well as an automatic levelling system, depending on legislation in the country where they are to be used.

The so-called Fresnel lens of the standard halogen headlight is not well suited for use with after-market HID or xenon systems. The headlight is neither constructed nor certified for such conversion, and will not be legal. It will create an incorrect light output pattern, and again the risk of dazzling other drivers – which is, of course, both illegal and potentially very dangerous.



Poor headlights in 996 can have a number of causes, but good second-hand units may be the best answer. John Wright's first Porsche was this 924 (top) in 1982

## 996 TURBO: KEEPING IT REAL

We reported last time on a problem that increasingly commonly afflicts 996 Turbos. Essentially one or other – or both – of the rods connecting the blowers to their actuating servos corrodes and eventually breaks, leaving the engine being boosted by either one unit alone (not necessarily easy to spot, such is the torque still available) or perhaps none at all. (Which one rather hopes *would* be noticed.)

The item was based around an on-going job at independent specialist Auto Umbau in Bedfordshire, and proprietor Robin McKenzie had warned that, perhaps unsurprisingly, you cannot buy the rods separately from Porsche, only complete actuating servos. From Porsche those cost £780 the pair including VAT – and even after-market items from Forge Motorsport (with the obvious and entirely prudent benefit of stainless-steel rods) are around £405 the pair inclusive.

I was back at Auto Umbau recently, replacing first the fuel pump and then the filter on my 924S (more on that saga some other time), co-incidentally just as Robin's assistant, Terry Parker, was fitting the same engine that I had previously photographed with not just one but two brand-new turbos. 'Ordinarily, we would have done exactly what I had first suggested, and bought a pair of actuators from Forge Motorsport,' said Robin. 'But having consulted our customer, we all took the view that it would be false economy to put the old blowers back on.'

'From Porsche, new turbos cost around £2321 plus VAT each, but we can supply a pair of brand-new units from Turbo Technics in Northampton for just £2544 plus VAT. They are very much the real things, too. Made by BorgWarner under its Schwitzer brand, and supplied in almost exactly the same way that they would come from Porsche itself. They don't

have the stainless-steel rods of the Forge actuators, but now that we are regularly servicing this previously rather neglected car we can obviously keep an eye on them, and routinely rust-proof them as necessary.'



Corroded actuating rods culminated in a pair of brand-new turbos (among much else), and a VERY big bill...



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## TECH: DETAILING

DETAILING SCIENCE: 20

## MAINTAINING PATINA

TIME REQUIRED: ONE TO TWO DAYS

Detailing is not all or always about making perfect. Sometimes it's about making good and preserving the original appearance of the vehicle and this is particularly true of unrestored Porsches. These sorts of cars require a different approach. Here's how

Car detailing is traditionally about making a car as perfect as possible, returning a vehicle's appearance to 'better-than-new'. Sometimes, however, the focus switches to preserving the original appearance of a vehicle – given its age and heritage rather than trying to improve it. This could be a priceless classic with original paint or a Le Mans racer with the oil and grime collected during a victorious outing. For the purposes of this article we will be looking at the former scenario – one which is rarer than you might imagine. James Walker of Ti22 Vehicle Services in Newport is not only one of the country's most experienced detailers, he is also an official concours judge for Porsche. In his opinion, less than 0.5% of Seventies and Eighties Porsches have all original paint – just about any vehicle that has passed through a dealer in its lifetime will have had a front-end re-spray at the very least. So when one such appears, especially given their soaring values, it is essential to maintain and protect its originality.

We would divide the process into two stages, starting with sympathetic cleaning and finishing with subtle protection. With a modern car the first step would be a pre-wash, usually utilising foaming TFR or 'Snowfoam', as it is more commonly known. This would be left to dwell, and then washed off with a pressure hose set to medium. With a priceless classic, we would ditch this phase and spray citrus cleaner, such as that produced by Valet Pro, around all the areas dirt and moss hide – window rubbers, door trim, badges etc. We would also hit the wheel arches and lower portion of the car. This would be left for a couple of minutes for the chemistry to happen, before using a soft detailing brush to agitate it. Finally, a low pressure hose would be used to rinse it, along with the rest of the bodywork, being especially cautious around areas that might not be entirely waterproof, or where there is existing paint damage.

The two-bucket method would now be employed, just as it would with a less special vehicle. Generally speaking, the bigger the bucket the better – 15 litres would be a minimum, and both should have grit guards – grids that sink to the bottom and help trap dirt particles rinsed off the wash mitt. We would also use a really high quality shampoo that is powerful without being too aggressive – 'Born to Be Mild' by Dodo Juice, for example. To dry the vehicle we would use a waffle towel, placing it on the bodywork and gently patting it dry before removing it and replacing it on another area, overlapping with the first. As the drainage on older cars is less effective, and standing water more of a risk, we would be very careful to ensure all shut lines are bone dry. Given the values of these cars are often in seven figures, and their Italian brethren even up to eight figures, every process is

carried out with the utmost care. Washing alone could take the whole day.

Conventionally, the decontamination process would involve clay barring the car, though even with the very mildest of clays and copious lubrication there is still a chance of causing marring. On a normal vehicle this can be machined out fairly easily, but as there is no machine polishing involved in this process the use of a clay bar is normally unwise, unless in very confined areas to remove specific contaminants. However, there are a small selection of deep-cleaning products available, such as Swissvax Cleaner Solution Regular, that use very mild chemical abrasion rather than physical abrasion like conventional compounds. These can be applied by hand or machine with a soft pad and can be just as effective as clay.

Engine bays and interiors would enjoy the same treatment. With leather, for example, modern cleaners can make a night and day difference to the colour, and those lines and ripples that give character can be all but lost. Equally, the engine bay could be made entirely spotless, with the metal, rubber and plastic components made to look as new. However, that would defeat the purpose of maintaining the original look, thus all activities under the bonnet are restricted to mopping up any oil leaks or splatter, and perhaps removing surface rust if it stands out.

The paint protection stage is dramatically different from what would be normal procedure for a detailer, in fact it rather goes against the orthodox approach of rectifying flaws rather than masking them. Fillers are considered cheating by most detailers as they mask the swirl marks temporarily, making the paint look flawless when in actual fact it is far from. Between machine polishing stages, a professional detailer will wipe down the panels with an alcohol-based solution, specifically to remove any fillers that the polishing compounds may contain. However, if the

object is to preserve the patina, the machine polisher stays on the shelf, along with all but the very finest of finishing compounds. A new car may have over two hundred microns of paint, and we have seen re-sprayed cars with over one thousand microns, a forty-year-old car on original paint which has been polished in the past could be below fifty microns. For this reason, one has to be exceptionally careful not to remove any further layers.

As we forgo the machine-polishing, the final aesthetic will rely on what detailers refer to as the LSP – last stage product. High technology ceramic sealants would not be appropriate, firstly because they are not always compatible with older paint types, and secondly because durability isn't the first priority. Synthetic sealants are an option, but ideally an organic wax would fit the bill and there is a vast range on the market. Given the car is likely to have substantial value, a suitably high-end wax would be appropriate – Swissvax Utopia is a relatively new product that is impressing detailers nationwide.

On a final note, car storage is a really important topic. Many owners still use fabric covers, and while there are some super-soft tailored ones available, unless they are kept perfectly clean and never touch the ground they do pose a scratch risk.

'Bubbles' are often a worthwhile investment, particularly those with a ridged, tent-style frame and constant airflow from electric fans – Air Chamber and Carcoon both offer suitable solutions in sizes to fit all Porsche models right up to the Cayenne. Also, as these cars are often used sparingly, battery conditioners are popular. It is really important to ensure the charge cable does not scratch the bodywork, all too often we see them draped over the front wing with the transformer balanced precariously. Use microfibre cloths to protect the paintwork, though don't wrap the wires as it could be a fire risk. **PW**

Below: Yes, it's the real deal (should be, we snapped it at the Porsche Museum), so how should it be protected?

Sympathetically is the answer, with non abrasive products to clean and natural waxes. No high tech ceramic sealants or the like here!

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Porsche "RSR" 964 3.6L 1990 Carrera 4, Manual Gearbox, RHD, Colour: GULF BLUE.



Porsche 912 1968 Coupe Manual Gearbox, LHD, Originally a tangerine orange car restored and painted a Signal Red.



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## BUYERS' GUIDE: 911 CARRERA 3.2

# THE END OF AN ERA

The 911 Carrera 3.2 was the last 911 that could truly trace its roots back to the 1963 original. It was, then, the ultimate evolution of the original concept, before the much changed 964 and 993 models arrived. As such it is much sought after today and, with prices flying, it's important to buy wisely

**T**he Porsche 911 was not redesigned from the ground up until the arrival of the 996-model in 1997, which brought with it water-cooled engines and shared componentry with the Boxster. But those who seek the last "pure" 911 shape might convincingly argue that this was the Carrera 3.2, built from 1983 until 1989, when it gave way to the essentially similar but chunkier looking 964. It carried many refinements over the 1963 original, but, impact bumpers and wheels apart, looked much the same inside and out.

And for quite a while after production ceased, and before the word "air-cooled" sent collectors into chequebook-waving spasms, the Carrera 3.2 was the ideal "first" 911. Because the 1980s had seen Porsches change from an esoteric German sports car with specialist appeal to a fashion accessory for that decade's growing army of big spenders, there were lots around, and at affordable prices due to the 964 and then the 993 being the more

modern 911. Ten grand secured a decent one, and at the lowest point the rosey ones could be found for as little as half that – happy days!

That plentiful supply of good solid cars decreased as some wore out and others were turned into 2.7RS or early 911 lookalikes, scarcity fuelling prices. Now, if a basket case isn't for you then £20,000 is the base level spend. So what are you actually getting for that, and what do you need to look for to avoid trouble? Here we concentrate on the basic coupe model.

### DESIGN, EVOLUTION

The 911 Carrera 3.2 sneaked quietly on to the market in September 1983, for the 1984 model year, looking little different to the 3.0SC it replaced. The key change was the engine capacity increase from 3.0 to 3.2 litres, the new version of the flat-six producing 231bhp at 5900rpm and 210lb ft torque at 4800rpm, increases of 13 and eight per cent, respectively. As before, the

manual gearbox was five-speed, the somewhat notorious "915" unit.

Other refinements over the 3.0SC comprised the fitment of Bosch Motronic engine management, hydraulically operated engine cam chain tensioners, and enlarged brakes. A new style of road wheel was introduced, the 15-inch "telephone dial" rim.

From the start, the Carrera 3.2 was offered in regular and Sport Equipment form, the latter factory variant proving popular. It had 16-inch Fuchs wheels, firmer suspension, deeper front spoiler and a prominent rear wing similar to the 911 Turbo's. However, a car so equipped isn't necessarily a Sport model (the name they were generally known by) because the various items were available as individual options.

A Carrera 3.2 could be also ordered in Super Sport Equipment form. These amount to 911 Turbo lookalikes, clothed in the blown car's wide-arched, be-winged body, and with its uprated suspension, brakes and wider wheels, but still running

Classic Carrera colour combo – white with black detailing and trim. Purists will go for the coupe, but the Targa's time has come round again thanks to popularity of the retro inspired 991 Targa







Of the multiple interior colour options available, be thankful if you find a car with simple black leather and nothing else. Engine is gutsy and strong with a healthy 230bhp

the standard Carrera 3.2 engine.

The Carrera 3.2 was produced for six years and close on 81,000 units, the last models off the line looking virtually identical inside and out to the first ones, and the engine spec unchanged. Yet it was updated on a yearly basis, with the 1985 model year cars, introduced in September 1984, having revised suspension dampers, shortened gearshift, improved seats and heating system, and a four-spoke steering-wheel.

For 1986, the 911 gained uprated anti-roll bars and suspension springs, electrically adjusted and heated mirrors as standard, and optional central locking. The fascia switchgear was tweaked slightly and larger air vents were installed.

So far the changes amounted to continual if marginal improvements, but the 1987 season model is the milestone many prospective buyers aim for. It was from then on that the "G50" gearbox was fitted, the Getrag-built unit replacing the Porsche 915, and accompanied by a larger, hydraulically- rather than cable-operated clutch, its larger casing necessitating changed rear suspension mounting points (you can tell a G50 by the reverse position, to the left and next to first).

In autumn 1987, changes majored on equipment. The Fuchs wheels, the 911's traditional iconic rim design, returned as standard to replace the telephone dials, while electric seat adjustment and headlamp washers were also thrown in. For the final year of production, 1989, 16-inch Fuchs wheels became standard and an integrated anti-theft system that worked off the ignition key was installed.

Although we are concentrating on the staple Carrera 3.2 model, it's worth mentioning the Carrera Club Sport introduced in September 1987 and recognisable by its "Carrera CS" tail and body side graphics. Shorn of the rear seat, sound insulation, electric motors for the seats and mirrors, and other equipment including the radio, the Club Sport was around 50kg lighter. It even came without rust proofing, the normal 10-year anti-

corrosion warranty cut to two years.

Suspension was stiffened, but engine output was unchanged, however hollow intake valves and modified engine management allowed it to rev higher, to 6840rpm rather than 6500rpm. At the time the CS was seen as rather tame compared to the original 2.7 RS of 14 years earlier, but it is now highly collectable and worth much more than a Carrera 3.2.

## DRIVING THE CARRERA 3.2

This is very much a 911 of the old school. The seats are comfortable and supportive, but everything else about the car feels basic: the un-designed dashboard with the dials that are obscured by the steering-wheel, the hit-or-miss heating, the constant noise and the hopelessly shaped boot.

But the Carrera 3.2 is a thrill a minute. The engine is glorious – the harder it revs the better it sounds – and the stick-through-cobbles gearbox, 915 or G50, forces you to

concentrate. The acceleration is still quick by today's standards, the unassisted steering communicative, and road grip leech like – up until the point that, without warning, it isn't.

## WHAT YOU'LL PAY

Carrera 3.2s start appearing for sale privately at £20,000, although Robin McKenzie of Bedford-based impact bumper specialist Auto Umbau warns that caution is needed even at this price. 'We've noticed that a lot of people are asking a lot of money for poor cars, and that is causing the market to stagnate,' he says. 'You could pay £20,000 to £25,000 and still get a dog. For a good example you're typically looking at mid 30s, and we've seen them as high as £60,000. The problem is that, because most of them have been used as everyday cars, there are not many really good ones left.'

Nearly 27 years after the last one left Zuffenhausen, condition is more important

## CARRERA 3.2 TIMELINE

**September 1983**  
Carrera 3.2 introduced to replace 911 3.0SC

**September 1984**  
Revised suspension, shorter gearshift, improved seats and heating

**September 1985**  
Equipment upgrade, including electric/heated mirrors

**September 1986**  
New, G50 gearbox fitted

**September 1987**  
Fuchs wheels replace "telephone dial" rims, Limited run Carrera Club Sport introduced

**September 1988**  
Larger anti-roll bars fitted, and 16in Fuchs wheels standard

## SPECIFICATIONS

**Porsche 911 Carrera 3.2**

**Engine:** 3164cc water-cooled flat-six

**Max power:** 231bhp at 5900rpm

**Max torque:** 210lb ft at 4800rpm

**Transmission:** 5-speed manual

**Brakes:** Vented discs front and rear

**Wheels (front, rear):** 6Jx15, 7Jx15; Sport 6Jx16, 7Jx16; Super Sport 7Jx16, 9Jx16

**Tyres (front, rear):** 195/65, 215/60; Sport 205/55, 225/50; Super Sport 205/55, 245/45

**Weight:** 1210kg (non Super Sport)

**0-62mph:** 6.1sec

**Max speed:** 152mph

**Fuel consumption:** 28.6mpg (EEC average)

Prices supplied by JZM Porsche (01923 269788, jzmporsche.com)

### Maintenance costs (guide price, including labour and VAT)

Oil/major service £210/£540

Engine top end overhaul £4000

Replace front brakes discs and pads £250

Rebuild 915 gearbox £1800

Renew clutch £500

Replace exhaust (non-Porsche system) £1000

Replace both heat exchangers (non-Porsche) £700

Repair non-functioning sunroof £150-£450

Four premium brand tyres (205/55 VR16, 225/50 VR16) £320



## WHAT YOU'LL PAY

**£15,000–£20,000** Privately offered or at auction, tatty car probably with issues  
**£20,000–£25,000** Superficially sound looking, with some hidden rust  
**£25,000–£30,000** Reasonable condition, privately offered  
**£30,000–£40,000** Starting point for well sorted cars offered by Porsche specialists  
**£40,000–£50,000** The best cars – rust-free, rebuilt engine and as new interior

than spec, but it can make a difference. 'People like modern equipment levels, so if you have a 3.2 with air conditioning, which was rare, you can almost name your price,' McKenzie tells us. Surprisingly perhaps, cars in classic Guards Red are not considered especially desirable: 'Red is not a modern colour – silver, greys and dark blues are more sought after, and black is always popular. And you'll never properly match red if paintwork is needed.'

He also believes the Super Sports are worth less than the narrow-bodied cars, feeling the model is 'a disappointing sheep in wolf's clothing, with lesser performance due to the extra weight it carries around.' Cars with the 1987-season G50 gearbox are more sought after.

## WHAT GOES WRONG ENGINE

The air-cooled flat-six, with its dry-sump lubrication, is loved for its simplicity and its durability. But at something over 100,000 miles it is going to need a partial rebuild, or what Dave Harris, who provides workshop facilities for classic and modern Porsche specialist Shirleys Garage near Coventry, refers to as an "inspection overhaul". This generally comprises the removal of the cylinder-heads and barrels and the renewal of the seals at the base of the cylinder liners, fitting new piston rings, and checking the valve guides and their oil seals. The cylinder-head studs are inspected, too, as they can break, but this is not common.

'The cause is basically mileage, symptoms are primarily oil leaks, smoking,

particularly on the overrun, and excessive oil usage,' says Harris, who charges £4000 for his inspection overhaul, and who reckons it usually happens at around 120,000 miles. Most Carrera 3.2s will have done at least this mileage, so look out for relevant bills in the service history.

## EXHAUST, HEAT EXCHANGERS

Check that the exhaust is leak free, because the system is not only expensive (although cheaper than in previous times, says Harris), but fitting is a four- to five-hour job. Of equal importance is the condition of the heat exchangers – if these have corroded, little or no heating will be supplied to the cabin. Again, this is an expensive part that takes a long time to fit; the nightmare scenario is when one of more of the dozen rusted nuts securing the heat exchangers to the engine breaks off during attempted removal, potentially turning the task into an engine-out job.

## TRANSMISSION

The G50 gearbox is less troublesome than the 915, which tends to trash its second gear synchromesh. But if a 915 is in good shape, the difference between it and the G50 is not as great as might be imagined, Harris reckons.

'Everybody wants a G50, partly because it has a hydraulic clutch, but if a cable clutch is set up properly it feels almost as good,' he explains. 'And if a 915 doesn't have synchromesh issues, it doesn't feel

## WHAT THE PRESS SAID

'The exhaust begins to boom in beyond 4000rpm until, at the top of the scale, a whole orchestra of sounds is welded into a wall reminiscent of a Ferrari flat-12's, not quite as smooth and a little more urgent'

**Car magazine, October 1984**

You have to work hard to drive a 911 well and the more you put into it the more you get out of it. Harmonise the engine revs, gearchange, steering and braking properly and the 911 becomes a fluid sports car with fantastic seat-of-the-pants feel.

**911 & Porsche World, Carrera 3.2 vs 928, February 2003**

much different to a G50. The 915 is also easier and cheaper to rebuild – that said, a G50 is unlikely to need a rebuild.'

## SUSPENSION AND STEERING

There is not much to go wrong with the suspension. 'It's pretty trouble free, the most common issue being worn rubbers in the anti-roll bar links to the chassis,' Harris says. Test the shock absorbers in the way you would on any car, by pushing down on the wing, which should result in a single bounce back.

The Carrera 3.2's steering is rack and pinion without power-assistance, handy from a maintenance point of view. It should feel responsive, but given the 911's rear weight bias can become very light sometimes.

## BRAKES AND WHEELS

By now most Carrera 3.2s are doing minimal mileage and are probably used infrequently – which can create problems. 'Through lack of use, we find that calipers often seize up, causing the brakes to stick,' Harris warns. 'If you can't push the car, at least one caliper has seized and you'll have

Most UK registered and spec'd Carrera 3.2s were fitted with the 'Sport Equipment' pack which featured the prominent rear wing, sports suspension and 16in Fuchs wheels





Classic 911 profile, even here in Targa form. Colour suits it well and the Fuchs just cannot be bettered. No surprise that Porsche have recently plundered both the classic Targa look and the Fuchs wheel from the back catalogue



to jack the car up to discover which ones are affected.'

This need not be expensive. 'We take the caliper pistons out and polish them and then replace them,' Harris explains. 'It takes about an hour a corner, but in any case brake calipers for Carrera 3.2s are no longer expensive.'

Make sure the Fuchs wheels, with their black centres and silver outer rims, are the genuine article. 'Most of the "second source" Fuchs are about a third heavier than genuine Fuchs, which are the lightest forged alloys made,' Harris insists. 'It can be difficult to tell the real ones from the replicas, but if you put your fingers behind the spokes, the Fuchs will be more sculpted than the others.'

## BODYWORK

Unless you are looking at a "time capsule" Carrera 3.2, it's not so much a question of is there rust, but how much. So here's a summary of the main areas of concern.

Starting at the front of the car, check for rust on the wing under the headlamps. 'This area gets a constant supply of water from the road,' says Harris, 'and the bumper, which is aluminium, corrodes too, near the indicators.' Next is the fuel filler on the nearside front wing, which rusts on the surface where the filler mouth is located. Moving further back, the metal just below the screen can rot, and rectification is complicated by the need to remove the windscreen. The B-posts rust around the door latch striker plate, and if this is not visible from the outside, you may be able to see the extent of the corrosion by looking inside the rear wheel arch.

Underneath, of great importance is

where the rear suspension torsion bar meets the body, and of the condition of the "kidney bowls" either side that provide chassis strengthening. 'In both cases they must be in perfect condition because they are very expensive to repair,' Harris warns. You're likely to see rust around the rear lamps, and on the fuel tank. 'Look at the fuel tank around the drain plug, and if you see corrosion there the whole tank is suspect – and a new tank is not cheap'.

## ELECTRICS

Harris's advice here is simple: make sure everything works, because fixing electrical problems can be time consuming. 'If the sunroof is not working it can cost up to £450 to fix, it's usually the racks that fail, which are a long piece of wire that pull the roof open and shut.' You may be luckier with an apparently failed electrical seat adjustment. 'Nine times out of 10 this is because a coin has slipped down between the central console and the seat, and jammed it,' Harris reveals.

## PARTS

Parts availability is probably better than ever, thanks to the growing supply of good quality parts from independent makers. 'A Porsche Centre will supply almost anything, but if you are buying, for example, brakes or an exhaust then Euro Car Parts or Dansk are good sources,' Harris suggests.

## VERDICT

The Carrera 3.2 is a classic looking, wonderfully involving Porsche, a car that can make every journey special. Sadly,

what it can no longer be is an everyday car – it's now too fragile and valuable for that. If you need a daily hack, buy a 996, which you'll get for under half the price of a 3.2.

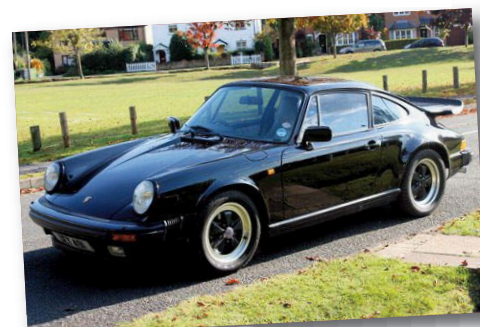
You also need to be very careful when buying, as lots are rusty and knackered – unless you know these Porsches well, a professional inspection is strongly advised. A really good example will cost over £30,000, which is certainly a lot – but it's a certain investment, too. **PW**

## SPOTTED FOR SALE

1985 911 Carrera 3.2 Sport, red, grey/black half leather, 178,200 miles, £36,000, Basingstoke

Porsche specialist  
1987 911 Carrera 3.2 Sport, black, cream leather, 133,000 miles, engine rebuilt, £33,995, Surrey  
[eporsch.co.uk](http://eporsch.co.uk)

Classic car specialist  
1988 911 Carrera 3.2 Sport, red, grey velour, 74,400 miles, £56,995, London  
[hexagonclassics.com](http://hexagonclassics.com)



## USEFUL CONTACTS

**Shirleys Garage**  
[shirleys-garage.co.uk](http://shirleys-garage.co.uk)  
Based in Meriden, this family business has been dealing in Porsches since the late 1970s, and, through an associated company also has long experience of servicing and repairing 911 Carrera 3.2s and other air-cooled models. Our technical adviser for this Buyers' Guide

**Auto Umbau Porsche**  
[classicporscherepairs.co.uk](http://classicporscherepairs.co.uk)  
A Bedfordshire classic Porsche specialist for a number of years, and steeped in earlier 911s. Offers sales and servicing/repairs

**Porscheshop**  
[porscheshop.co.uk](http://porscheshop.co.uk)  
This Midlands-based parts specialist has a wide range of OE and also original quality parts, plus tuning equipment

**Design911**  
[design911.co.uk](http://design911.co.uk)  
Constantly expanding company offers a wide range of Porsche parts, and also nominates local fitting centres for them.

## BUYERS' CHECKLIST

Engines invariably require a top end overhaul at 100,000–120,000 miles, check for smoke  
Exhaust is expensive to fit, taking 4–5 hours  
If little or no heating, heat exchangers may have rusted badly  
Early 915 gearbox can lose its synchromesh on second  
If handling is vague, the anti-roll bar bushes may be worn  
Push car to see if one or more brake caliper has seized  
Rust traps include the front wings, fuel filler, panel below front screen, B-posts and fuel tank  
Ensure that all electrical functions, such as the sunroof, work properly



## DEALER TALK:

## WILLIAMS CRAWFORD

With his business partner Richard Williams (in left of photo), Adrian Crawford has built this Porsche specialist near Plymouth into a company now offering bespoke built Porsches under the STL brand



#### How long have you been in the Porsche business?

My father had a garage, so from my early twenties I was buying, selling and enjoying the occasional Porsche. My own business started in 1991, and this has evolved into a partnership with Richard Williams.

#### What Porsches do you specialise in?

All air-cooled cars, including all ages of Porsche from 356 to almost new. We are lucky that we have acquired staff with expertise to cover them all. Graham Kidd is our master restorer and brings a wealth of early classic knowledge while Richard Williams specialises in the moderns and I in the 1970–1990s. In the workshop we have technicians for both air- and water-cooled models. Although we are probably best known for our classic work, modern Porsche sales and service represent a big percentage of business.

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

Generally it's hard to offer a cheap Porsche while still being happy to have our name attached, but the odd inexpensive gem pops by, such as the 924S with power-steering and a great

history that we have for £7995. At the other end of the scale, and ignoring the exotic Porsche that pass through our brokerage, in the showroom sits a really good 1972 911 2.4E for £99,995.

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

That's a difficult one, as we genuinely try to match the right car to the right buyer irrespective of whether we have one currently in stock. Get the right Porsche first time and you will simply love it. Cost, desire, usage and period associated practicalities should be carefully discussed.

#### Where do you get your stock from?

We often purchase from private owners. We are lucky to have many long term customers that come to us when they want to change. Sourcing to order means we find cars nation and worldwide – we have plenty of experience importing and exporting Porsches.

#### What warranty do you give, or sell?

We discuss and offer different guarantee and warranty support depending on the customer, the car and its usage. It's important for us to look after our clients – customers forever.

#### What's "hot" currently?

We deal with such a broad range that it's hard to establish. There are of course trends that are easy to spot but it's always the best cars that sell fastest.

#### What's best value at the moment?

It has to be a 997. For around £30,000 you can have an excellent 911 that is a pleasure to drive, and is able to serve as a daily car or as a weekend special.

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

We have just delivered one of our STL bespoke Porsches, a 3.2-engined, 1971 style beauty which was very cool, and such fun to use. I was sorry to see it go.

#### What car do you drive every day?

On some days it's my '77 911S Targa, but a lot of the time it's testing in various Porsches. I enjoy the variety, one evening heading home in a 991, the next evening a 356.

#### What are your plans for the future?

To continue to serve Porsche enthusiasts with care is foremost. The Porsche brand continues to grow in popularity and we benefit from that. I love the work we do in the restoration dept, and for the STL Porsches we build, it's certain that this area of the business will continue to grow.

**Contact**  
**Williams Crawford**  
911 Forge Lane, Moorlands  
Trading Estate, Saltash PL12 6LX  
01752 840307  
[williams Crawford.co.uk](http://williams Crawford.co.uk)

## HELPING YOU BUY YOUR PORSCHE:

HOW IT WORKS WITH  
"PREMIUM" MODELS

Last month's Market Watch focussed on Cayman GT4s selling for above their new price, and in early March Porsche launched the 911 R, a "back to basics" manual car that is certain to be the next premium model. 991 are to be made and it'll be extraordinary if they don't re-sell for way over their £136,901 list. The 911 R is already sold out – has effectively been for years, even though it's only recently been announced, because those who knew it was coming "expressed their interest" to a Porsche Centre a long time ago. Porsche won't say who gets a place in the queue, but maybe if you're an existing customer, say you've already bought a 918 Spyder, it might be easier.

Otherwise, go to independents specialising in sourcing such cars, like JZM in Hertfordshire and 911 Sport in Lincolnshire, and – next time – go early, as soon as rumours break. 'People have been asking us for the last eight or nine months, and we're talking to people who say they can get one,' says 911 Sport's Phillip Wooley. 'I think they'll sell for 30 per cent over list.' Pull it off and you'll have a great investment – and a wonderful Porsche, don't forget.

USEFUL ACCESSORY  
OF THE MONTH:  
KAMASA 56063 SOCKET  
AND BIT SET

For a DIY Porsche owner ready to work on your car whenever trouble arises or something needs adjusted, a full socket set would be handy to have with you. Trouble is, it's going to be rather heavy and bulky, and not what you want sliding around the boot.

So here's one from Kamasa, a brand from Warwickshire-based Tool Connection, a 30-piece socket set that measures about 125x120mm square, a similar size to a CD case, so it will fit in the glove box or a door pocket easily. The drive for the seven chrome vanadium sockets is 1/4-inch and there is a 60mm extension for it.

A ratchet screwdriver is included, with straight, PH, PS, splined and hex fittings. The recommended price for what looks like a high quality product is £44, but deals on it may be available.





## CLASSIFIEDS

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## 911

**911 TechArt GT Street RS**

Converted from a 1999 Carrera 2, full bodywork changed over, resprayed, new top mounts, brakes, pipes, hoses, LED Gen 2 rear lights, 997 headlights, complete head turner, looks like the £300,000 GT2 TechArt GT Street, red leather (treated) and heated seats, manual transmission, 77,000 miles, 3400cc (300bhp) engine, MOT: 31/03/2016 (no advisories). Tel: 07845 596925. Email: greig1983@yahoo.co.uk (Glasgow).  
**£20,000**

P0516/011

**Very low mileage 996 Carrera 4S with two year engine warranty**

2002 Turbo-bodied 911 Carrera 4S, 47,000 miles with FPSH (main dealer and specialist), 3.6 Tiptronic coupe in pearl Midnight Blue with stunning contrasting full Savannah extended leather to the doors, seats and dash with matching suede roof, it has just received (on 30/12/15) a brand new, Porsche-supplied short engine at a cost of £9365, which comes with a full 2 year warranty - too much to mention, contact me for full details of all work carried out, I can assure you, no corners have been cut. Underused 911s can have issues too as I have found out to my cost, however this now offers total peace of mind with no nasty hidden surprises. This is a really high specified and pampered 911 with receipts available totalling over £23,000, not including the engine work just spent. The photographs do not do it justice, 3 previous owners, the last for 8 years, electric, heated, memory seats, Bose, sat nav, multi-CD, telephone, factory white dials, rare full factory burr walnut pack (including steering wheel), recent new brakes/discs all round, electric sunroof, air con, cruise, Litronics, factory overmats, rear wiper and 18-inch alloys which have been fully refurbished and are unmarked. It comes with the full complement of keys, manuals etc and is HPI clear. Drives as a proper 911 should: this is the real thing with arguably the best looking rear of any wide-bodied model, not many around with this provenance and prices are on the up, not the cheapest, but must be one of the best. Tel: 07563 908217. Email: crgmtchl@sky.com (Fife).

**£22,995**

P0516/025

## 911

**911 Targa 1981**

For sale my Porsche 911 Targa, lots of work done, too much to put down, for more info call, I can email photos. Tel: 07986 420055. Email: jrc.911@ntlworld.com.

**£21,500**

P0516/041

TO VIEW MORE ADS VISIT  
[WWW.911PORSCHEWORLD.COM](http://WWW.911PORSCHEWORLD.COM)

## 911

**1980 3.3 Turbo R69 Rinspeed 300bhp**  
Full Porsche service history, this car was found dry stored in a helicopter hangar and had not been used since 2004, in November 2014 it spent 6 weeks at Porsche JCT 600 getting fully recommissioned which cost £11,000. It has the R69 Rinspeed conversion and starred in the Geneva motor show in 1983. The car is in excellent original condition and has a full service, maintenance and history portfolio with it, 2 keys, 4 new tyres and brakes, 1 owner from new, registered in the UK from new, please contact me for any further information. Tel: 07743 887805 (work) or 07983 422572 (personal). Email: damien.brown@wates.co.uk.  
**£39,995**

P0516/033

**993 Carrera S Tiptronic 1997**

Owned by me for 10 years, 96K miles, highly maintained car, FSH, new (Oct 2014) Bilstein B8 dampers/H&R springs, Ocean Blue, grey leather, HID lights, Turbo S front/fixed rear spoiler, FFSR, a/c, CD/radio, 3rd brake light, r/wiper, elec seats/windows/mirrors, car is taken off the road for winter months of every year during my ownership, P/P (BIT OFF) not included, any sensible offers considered. Tel: 07743 806557. Email: slim\_shardy@btinternet.com (Suffolk).

**£48,000**

P0516/052

## 911

**(911) 993 C4 Coupe, FPSH, Varioram**

1996, P-reg, 98K mileage, 6 speed manual, Varioram engine, in Midnight Blue metallic with marble grey leather interior, every conceivable option extra including cruise control, electric carbon hardback Sport seats, e/w, e/m, e/sunroof, air conditioning, JVC-CD/MP3/DAB/radio, high level 3rd brake light, Cup 2 alloy wheels, c/l, alarm/immobiliser, full Porsche service history with bills/invoices costing over £30K. Tel: 07580 454645. Email: kamgills@hotmail.com (West Yorkshire).  
**£45,995**

P0516/051

**1983 911SC LHD**

In totally mint rust free condition, leather interior like brand new, air conditioning, 85K miles with full history, fresh engine rebuild, gearbox 100%, year's MOT, new tyres, drives like a dream and not one single fault, stunning throughout, matching numbers, worldwide delivery no problem, call me. Tel: (44)7908 588962. Email: ciaran98@aol.com (N.Ireland).

**£39,500**

P0516/050

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## AUCTION/SHOWROOM/CLASSIFIED

## MARKET WATCH

In 2015 prices of 930-model 911 Turbos accelerated hard, but now it seems that a “glut” of them at international auctions may be causing prices to soften



Analysts reckon that the classic Porsche market may be softening. A glut of 930 Turbos hitting the market (16 at various auctions in Feb/Mar) has proved the theory of supply and demand, plus owners demanding unrealistic estimates on reserves

**T**he top end of the international classic market has been in overdrive for the last few years, with many cars, including numerous Porsches, achieving prices that only the very wealthiest can afford. But one distinctly real world aspect of the classic scene is that if a correction is needed after a period of overheated prices, it will invariably deliver that. And right now there is evidence that some Porsches are, if not actually declining, then at least not going up in value.

But short of a price crash, as was last seen in 1990, how do we know that a re-adjustment is taking place? Various analysts track the worldwide market, among them London-based Historic Automobile Group International, which reckons that in the year ending February 2016, Porsche values fell back by five per cent, with the classic market as a whole declining 2.8 per cent (the Porsche figures come after a 73 per cent rise

over three years, HAGI reports).

Broad brush conclusions apart, another, perhaps less scientific way of gauging the market is to look at the prices cars realise at auction compared to their pre-sale estimate, and concentrating on one international auction house, RM Sotheby's, we see what could be a softening of prices. Out of the 13 Porsches the Ontario-based firm offered at its event in Arizona in January 2016 – during a week of auctions that kicks off the international sales calendar – only two made it into the estimate band. One wasn't actually a period classic, but a 918 Spyder which went under the hammer for close to \$1.6m (£1.1m), the other was a 1996 993-model 911 Turbo.

The \$225,500 (£157,100) paid for a 1967 911S, the \$154,000 (£107,300) for a 1989 911 Speedster, the \$295,000 (£205,500) for a 1958 356A Speedster and the \$795,000 (£553,900) for a 2005 Carrera GT might seem like good results for their owners, but they all failed to make the lower end of their

estimates. A 1988 Comfort-spec example of Porsche's 1980s four-wheel-drive supercar, the 959, was expected to make between \$1.1m and \$1.4m (£770,000-£915,000) but did not make its reserve and was unsold.

There appears to be one Porsche in particular that, following recent explosive price growth, has faltered since the beginning of 2016 – the 1974–1989 930 Turbo. In that same RM Sotheby's sale, a 1976 911 Turbo that made \$187,000 (£131,900) was \$38,000 (£26,500) short of its lower estimate, while a 1984 “Slantnose” 911 Turbo SE selling for \$112,750 (£78,600) was over \$63,250 (£44,000) down.

RM's Santa Monica-based rival Gooding & Company had a similar experience in Arizona, with five 930 Turbos selling for well below estimate: a 1976 car at £198,000 (£137,950), a 1988 at \$137,500 (£95,800), a 1978 at \$118,250 (£82,400), a 1983 at \$165,500 (£115,300) and a 1979 at \$118,250 (£82,400).

Fast forward to March and the Amelia Island auctions in

Florida, and you once again see 930s not fulfilling sellers' hopes. RM Sotheby's couldn't shift a 1979 example with a minimum \$300,000 (£209,000) expectation, and sold a 1976 US-spec Turbo “Carrera” (main image) for \$255,000 (£177,700), which was below estimate. In fairness, though, it achieved \$308,999 (£215,300) for a 1989 Turbo, considerably over estimate. Gooding's experience on Amelia Island was similar, with a 1979 930 selling for \$200,750 (£139,900) and a 1989 car making \$129,000 (£89,900), both short of estimate.

Given the dramatic increase in 930 prices in 2015, what has caused the brake to be pulled on? With one estimate that the various Amelia Island auctions, which also included sales hosted by Bonhams and Hollywood Wheels, offered 16 of them, you don't need an economics degree to work out that supply and demand kicked in. Clearly, noting the way prices went last year, more owners – too many, clearly – decided that this was the right moment to cash in.

The “me too” mentality does have a significant effect, says Peter Haynes of RM Sotheby's. ‘We see this a lot with Porsches. People become aware of Porsches selling for high prices and they assume that what they have in their garage will sell for the same amount.’

This also generates unrealistic expectations among some owners, he feels. ‘A lot of them play hard ball with the auctioneers and demand high estimates and reserves, and in many cases the auction house will go along with that to get the consignment. You'll then see the cars selling for what should have been the pre-sale estimate.’

The key question, that of

course no one can accurately predict, is whether the classic market has peaked. Haynes does not believe it necessarily has, but says, ‘For the first half of 2015 we saw some crazy prices being thrown up, but buyers are being more circumspect now.’ However, he stresses that the right cars can still see bidders at war. ‘If a car is exceptional and you are being realistic about it, you'll get a good price,’ he tells us.

Among race cars, Amelia Island offered a couple of Porsches that were either fantastic “bargains”, or had been grossly over-valued prior to the sale. A 1959 718 RSK Spyder from Gooding, one of 34 built, had been expected to make \$3.8m–\$4.2m (£2.6m–£2.9m) but went under the hammer at \$2.9m (£2.0m), while a 917 Can Am Spyder made \$3m (£2m), \$2m short of the lower estimate.

Far away from the Florida sunshine, at Brooklands Museum in Surrey, Historics at Brooklands included a dozen Porsches in its March sale. Contradicting the US experience, both the 930 Turbo models made over estimate, notably a Turbo Cabriolet that sailed past its £60,000 top estimate to sell for £83,440!

As ever, there was a 944 to demonstrate that this once cheap-as-chips Porsche is finally being valued by the market, a tidy, 79,600-mile Turbo with a £13,000–£18,000 estimate selling for £22,400. Auctioneer Edward Bridger-Still described the classic Porsche market in the UK as ‘pretty aggressive at the moment’, so whether the apparent flattening out of prices that is going on in the US is one more American trend that arrives in the UK in due course remains to be seen. **PW**

RM Sotheby's 918 Spyder, £1.1m



RM 959 did not make reserve



Historics Turbo Cab, £83,440



Historics 944T, £22,400



# CLASSIFIEDS

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## REGISTRATIONS

### LES 190

'LES 190' registration for sale  
Until recently on my 964 but have now decided to sell the registration, on retention certificate until 3/2/2017, no VAT or other charges to pay, telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.  
**£3500** P0516/008

### P911 SAB

Cherished registration  
'P911 SAB'. Tel: +44 1628 633745.  
Email: mocflyer@hotmail.co.uk.  
**£9950** P0516/009

### 968 S

Cherished number '968 S' for sale  
The ultimate '968' cherished number is available for immediate transfer on a DVLA issued retention certificate valid until April 2025. '968 S'. Tel: 01332 865818 or 07565 614337. Email: jrobinson@irolli.com.  
**£15,000** P0516/023

### 911 2 KO

Cherished number '911 2 KO' for sale  
Available for immediate transfer on a DVLA retention certificate valid until Mar 2025, a highly desirable 911-themed personal registration number (potentially one especially for the boxing fan?), '911 2 KO'. Tel: 01332 865818 or 07565 614337. Email: jrobinson@irolli.com.  
**£2000** P0516/022

## BOSTOCK NUMBERS

**A BOSTOK A BOSTOC**

**D BOSTOK D BOSTOC**

**J BOSTOK J BOSTOC**

**M BOSTOK M BOSTOC**

**R BOSTOK R BOSTOC**

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Selling a set of perfect plates for anyone named Bostock, the family set is on the market, due to a move overseas, we have plates for A, D, J, M and R Bostock, take a look at the list. You can buy one or all of them if you wish, as we will of course split them up, this is the best opportunity that you will ever get to own your perfect plate, they're all held on retention certificates. Tel: 07849 398598. Email: onward@rocketmail.com. P0516/034

## REGISTRATIONS

### g11 TBO

Porsche 911 '911 TBO'  
The best number for your 911 at realistic money!! On retention and ready to transfer, make me an offer - it has to go!!  
Tel: 07881 952338. Email: axleculas@gmail.com.  
**£3000** P0516/017

### KBO 911

'KBO 911' cherished number on retention  
Number plate currently on retention, perfect for a Porsche 911, was on a Turbo 997, any questions please ask. Tel: 07432 188698. Email: njabloomfield@gmail.com.  
**£2200 ono** P0516/027

### C11 AOS

Cherished number 'C11 AOS' for sale  
The highly desirable cherished number 'C11 AOS' is available for immediate sale/transfer on a DVLA-issued retention certificate valid until July 2025. Tel: 01332 865818 or 07565 614337. Email: jrobinson@irolli.com.  
**£3000** P0516/024

## PARTS

### Early Porsche 911 parts

1967 front wings and bonnet, need welding; 4 14x5.5 Fuchs wheels in good condition; crankcase number 901101101 3R, in good condition, sensible offers please. Tel: 07771 666993. Email: davidr9751@outlook.com (Rickmansworth, Herts). P0516/013



Porsche 944/911 steering wheel in blue  
Blue leather 4 spoke steering wheel, genuine Porsche original factory with complete push horn, very rare in blue leather/colour, removed from my Porsche 944S2 1992 last and later model car, only removed due to upgrade to Club Sport steering wheel, selling because I have sold the car, in excellent condition, for further enquiries please call me. Tel: 07424 734139. Email: petersings@hotmail.com (Leeds).  
**£150** P0516/014

## PARTS

Cayman 2.9 GenII OE exhaust system  
Porsche Cayman 2.9 59 plate 2009 model GenII OE exhaust system with round sport tips, system is 6 years old but has only done 19K miles, it is in very good condition as a result, buyer to collect. Tel: 07815 187533. Email: terrygeorge458@btinternet.com (Powys).  
**£300 ono** P0516/019

### 1974 Carrera parts

Two Fuchs wheels 7x15 OEM, £700; two Fuchs wheels 7x15 reps, £150; short bonnet white, £100; SSI exhaust system small patch in heat shield required, £100; washer bottle, £30; RSR l/weight engine mount cross member, £75; starter motor used, £25; torsion bar end caps new, £30; steering wheel original, £300. Tel: 07900 780250. Email: rob.packham@live.com (Oxon). P0516/020

### Becker Grand Prix with lead and mic

Becker Grand Prix in unmarked condition complete with Becker iPod lead and genuine Becker microphone to allow use of inbuilt Bluetooth function, complete with manuals and code card in leather wallet. Amber display, these are no longer manufactured and were OEM on Ferrari and Porsche cars, they look understated and perform well, I'd prefer the buyer to collect. Tel: 07970 105495. Email: stevergeorge@me.com (Surrey).  
**£375** P0516/031



### Boxster hard top for sale

To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: pr@trade-events.co.uk.  
**£995** P0516/035

## PARTS



911 SC Porsche rear reflector panel  
1997-83, used condition. Tel: 01903 694550. Email: gary911sussex@btinternet.com (West Sussex).  
**£95** P0516/016



### Great stereo for 911

Stereo taken from my 911 Carrera, 6 disc radio cassette with remote control, special speakers for parcel tray which are £300 to buy, brilliant sound. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com.  
**£200** P0516/005



### Porsche 944 gear knob and gaiter in blue

5 speed gear shift, removed from my Porsche 944S2 1992 last and later model car, genuine Porsche original factory complete with gaiter, very rare in blue leather/colour, selling because I have sold the car, in excellent used condition, for further enquiries please call me. Tel: 07424 734139. Email: petersings@hotmail.com (Leeds).  
**£80** P0516/015

## cmsporsche.co.uk

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## 911

**993 Carrera 4 manual Coupe 67K**  
Basalt Black with full extended red leather, black leather dash top and steering wheel, contrasting red lower door cards., leather headlining, factory extended leather including sun visors, centre consol etc, hardback Sport seats, air conditioning, 18" hollowspoke technology alloys, trip computer, motor sound package, Becker Grand Prix head unit with iPod connection and Bluetooth function, HID lights, sunroof, factory hifi pack with upgraded component speakers. Full and complete history file from day one including original invoice, all old MOT certificates and invoices for work carried out, serviced each year on time, 67K. Immaculate both inside and out, all original paint bar front PU painted for some stone chips, clutch and flywheel replaced at 55K, front windscreen replaced with no sign of scuttle issues and photos to confirm, owned the past 6 years, you will struggle to find a better NB car. Tel: 07970 105495. Email: stevegeorge@me.com (Surrey).  
**£59,000** P0516/030

## 911 (996) C2 3.6 Tiptronic

2002, 48,700 miles, Seal Grey, P-Zeros, 1 yr MOT, as new cond, dry stored in heated garage, maintained regardless by Porsche Colchester, testament to prev owner, all keys + Porsche service history. Find better? Finance and part exchange arranged, excellent opportunity. Tel: 07775 955325. Email: info@getitdealt.com (T)  
**£18,750** P0516/039

## 911 (997 GEN II) PDK Turbo Conv

Reg'd 29.12.11, only 9890 miles, (500bhp model), lowest mileage in UK, 1 prev owner, Basalt Black, black heated leather memory, sat nav, PCM, Sport Chrono Plus pack, Turbo II alloys, FPMDSH, finance and part exchange arranged, excellent cond as you'd expect with such low mileage. Tel: 07775 955325. Email: info@getitdealt.com (T)  
**£80,000** P0516/038



## 944

## 9 - Apart

Parts specialists for 944  
**01706 824 053**



**1986 2.5 8V 944 - only 95K - FPSH**  
Genuine 95K 1986 944 Lux, 5 speed manual, 15" teledial alloys, full Porsche main dealer service history, rare big bolster electric seats in excellent condition, comes with private plate, needs welding to sills, needs a respray, not started recently but engine turns freely by hand, excellent project car which will be valuable once finished, will swap for interesting car or £2000. Tel: 0121 533 1965. Email: bsj79@hotmail.com (Birmingham).  
**£2000** P0516/006

## 944 Coupe 2.5 auto 1985

Owned 17 years, RHD, black with pinstripe interior, lady driver, cookie cutter wheels, power steering, CD, elec windows, sunroof, drives well, serviced, engine o/haul, MOT to May 2016, good condition for 30 years, £3750 ono. Tel: 01732 459085 or 07881 502901. Email: ronaldwatt@hotmail.com (Sevenoaks).  
**£3750 ono** P0516/042

## 944S2 with full service history

K-reg, 1992, last production model, 152K miles, manual, metallic Cobalt Blue with blue half leather/Porsche logo Sport seats/interior, e/w, e/sunroof, e/s, e/m, Kenwood CD/MP3 radio player, 16" D90 alloys, rear bridge spoiler, PAS, ABS, c/locking with alarm immobiliser, full Porsche documented service history with bills/maintenance work invoice costing over £19K, old MOTs, full book pack, 3 keys. Tel: 07580 454645. Email: kamgills@hotmail.com (Leeds).  
**£6995** P0516/043

## 968

## 9 - Apart

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### Beautiful low mileage 1993 Guards Red 968 Coupe

67,000 miles, this has gleaming bodywork and a set of refurbished alloys with matching quality Michelin Pilot tyres with deep tread, the interior is grey with leather front Sport seats and red overmats protecting the carpets. Take a look at the engine bay which has been detailed and this car has clearly been cherished by its previous owners, the service book and manuals are all present in their leather wallet in the glovebox, there is a good stamped up service history from both main dealers and independents, the all important cam and balance belts were changed in 2013 less than 3000 miles ago. This is my third car and is always garaged, I have the Porsche Certificate of authenticity and am also a PCGB member of 16 years. Being a Variocam engine it has plenty of torque and is around 240hp, having a 50:50 weight distribution it is very quick A to B and a joy to drive with a lovely 6 speed gearbox, the boot is unmarked and protected with a hatch cover, a bag for the sunroof and a luggage net, all the tools are present along with the compressor etc. This is a lovely car and will make a lovely addition to your collection and should be an appreciating asset in this condition, I will be sad to see it go but sadly won't have enough garage space once my new Porsche arrives from the USA, I will not take silly offers and to appreciate the car you need to view it. Tel: 07480 671577. Email: paulgknight@hotmail.com (close to junction 4 M40, High Wycombe, Bucks).  
**£21,995** P0516/012

## BOXSTER

## 9 - Apart

Parts specialists for Boxster  
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## 986 Boxster 3.2S

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# TRIED & TESTED

With 911 & Porsche World correspondent, Paul Truckle

**911 CARRERA 3.6 COUPE (993) 1995/'N' 88,130 MILES £50K**

**R**ed, I am seeing red. Ok, Guards Red is perhaps a bit of a Marmite colour in the 993 world. But it's a rare sight, and in a world filled with Iris Blue and silver, it's refreshing to see this vibrant and good looking colour that suits the shape original penned by Englishman Toni Hatter. Couple that with this reader being left stunned by how good this car looks in Guards Red (and in unusually good sunlight for this time of year) that it becomes difficult to focus on other matters. So I am a Marmite fiend – it's had some paint work for sure (most have), but all the better for it. This is an August 1995 pre-Varioram, manual, two-wheel drive Carrera – the driver's choice, then. Lighter and more agile than its four-wheel drive cousin, it's top of the 993 desirability list for the majority. Some would choose to be disappointed by the pre-Varioram engine, but in a world where condition is top priority, this 13bhp difference (that remains largely untranslated to the driving experience) has now faded to the background in recent years, and besides, many folk prefer the pre-Vario as it seems to rev more cleanly. This car doesn't have air conditioning, but on the plus side it's one less thing to go wrong (most do), and is that bit lighter without all the air-con gubbins and thus ticks the driver choice box yet again – besides, you'll look cool in this car all day and four seasons long.

On to the numbers and stickers game, then, and I'm happy to say they're all in place. B-post and under bonnet verify the chassis number, with the latter also detailing the options for the car. The paint code sticker to the right side of the front compartment is also in place and correctly shows Guards Red (code G1). The chassis number is also repeated on the windscreen and all match the V5, along with the engine number, which is stamped just below the cooling fan to the right hand side. The final sticker is attached to the service book and repeats the under bonnet sticker, ditto. Snap all round then! Whilst on the subject of the service book, it's sporting 15 stamps and is typical early OPC and latterly specialist. This car is for sale with MR911, and proprietor, Clive Moughan, will be treating the car to a major service, thus extending the stamps to 16. Clive had already invested time and effort in recent paint work and this reflects in the car's overall condition, along with recent bumper stays and repairs to check straps. While looking around the car I note that the windscreen to scuttle looks good as does the rear window – known rust spots. The engine lid struts have decided to retire but Clive assures that this will be sorted before sale. Negatives? Well, there's really not much supporting invoice documentation apart from routine servicing. Bedtime reading cancelled, then. I can see no documented clutch change or other common items such as cam cover gaskets that shrink with age and result in a leak. Normally by this sort of age and mileage, such items would have been attended to and I'm sure that's the case here anyway. Clive suggests that the previous owner had his own car business and dealt with such items directly. While it's not exactly uncommon for these things to be neglected in records, it would be worth investing some time with the specialists to see if copy invoices can be acquired as this would add to the provenance.

The interior of the car reflects typical 993 with the rear seats and fascia all looking pretty good. Some wear is evident to the driver seat bolster, but tally with the mileage/use to date. The norm, then. This interior is classic grey leather and looks in good condition and a professional valet will be carried out, too. Only the contemporary stereo spoils the interior and general 'built out of granite' impression that comes with a 993. I'd look to replace the stereo with something more period, or at least less bling. The options list (as mentioned in the numbers and stickers above) is meagre, and really only extends to 17-inch Cup alloys (that look refurbished and shod with new looking tyres) and along with what most



would consider the norm – but in a world where less is more, which again reflects a driver's purity choice, I like it. No fuss, no frills, pure thrills. In a contemporary context, where most sports cars feel cavernous, and with a myriad of buttons, it's an absolute delight to be seated in the meagre, snug interior (myself and Clive are almost shoulder to shoulder) and survey those big round dials, the most visible being the rev counter, of course, while the knobs to the left look as though they're from a vintage Tardis. Ergonomics? Well, if you're upset by them, then you've got it wrong and you can pretty much write off all 911s of this era and their predecessors.

We exit Clive's premises over a rural rut and holed track and the silent interior reminds me of the great build quality these cars have. There's nothing to be heard, only that delightful (and audibly essential) whine from the air-cooled engine, that is just the right amount of noise interference you want. Spot on. It's also a good workout for the suspension, with no unusual clonks and the car remains firm but comfortable. On the move, this 993 delights and reminds me that in a modern sports car world, where driver feedback is quite abstract, through overly-powered (and numb) steering, this last of the air-cooled 911s is spot on and starts to easily justify its price tag. Nothing else rewards like these cars to drive and it's not repeated in the contemporary 911 moving forward. In short it's fantastic! I push the handling and acceleration (rewarded by that prominent rev counter) and tick the boxes for what I expect from a 993 in both respects. Suspension is just right, comfortable but capable. The clutch feels light in operation, too. Yet again, though, I'm reminded of the difference between this and a recent C4 that I drove. Its light and agile manner is that bit better than the C4. Braking feels a tad retarded but Clive reminds me of its recent lack of use and I'm confident this would improve. This is pretty much top dollar for even the driver's choice 993, but condition, originality and stamped up provenance, combined with Clive's warranty for one full year, start to make sense. In short, I am sold. **PW**



## CHECKLIST

### BACKGROUND

The 993 is the last of the air-cooled 911s and represents a culmination of 40 years plus Porsche development and this example delivers as expected. The Carrera 2 manual is also the driver's car and considered by most to be the definitive choice and this is reflected in the current prices for 993s. This example oozes character, looks spectacular in Guards Red and should deliver the goods for many years to come.

### WHERE IS IT?

With a selection of jaw dropping cars on display, MR911's premises are located at Keston in Kent between Croydon and Orpington, not far from the A232 at The Old Barn, Milking Lane, Keston BR2 6DD. Phone Clive Moughan on 01959 570911 or 07788 911911 or look online at [mr911.co.uk](http://mr911.co.uk)

### FOR

Condition, driver's choice, originality, 15 stamps in the service book, a great drive and a wonderful example of a 993 in stunning Guards Red.

### AGAINST

A meagre options list, but that's a bonus if you have your 'more is less' hat on and that's always been the general ethos for sports cars and the 911, anyway.

### VERDICT

What's not to like about the 993? Forty years plus of air-cooled Porsche development delivers one of the finest air-cooled 911s known to the sports car world. A very usable, robust classic that can only become even more attractive with age. Investment is always speculative, but with legislation and emissions ever stricter, the 993 is a package that won't be repeated. Don't miss out.

## VALUE AT A GLANCE

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



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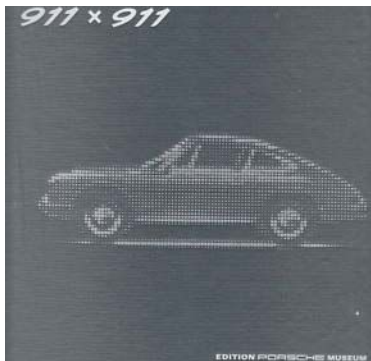
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### Clearout by former Porsche 356A racer

See Keith Seume Oct 2002 'The Money Pit' article in 911 & Porsche World, clears barn of Porsche auto jumble and memorabilia. Email: [wayne.hardman@btconnect.com](mailto:wayne.hardman@btconnect.com) for extensive list of items available. P0516/053

## MISCELLANEOUS



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## MISCELLANEOUS

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## WANTED



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# TRIED & TESTED

With 911 & Porsche World's roving reporter, Johnny Tipler

**987 BOXSTER 2011 35,000 MILES £23,995**

**T**he original Boxsters, the 986 and 987, are the sweetest handling cars Porsche made, better even than the lustier, chunkier 981s as far as I'm concerned, and Paul Stephens has a couple currently gracing his showroom. A pair of silken soft-tops amongst the array of largely classic be-domed 911 coupés on display when I called last week. I was interested to try the standard 2.9-litre 987 to see how it stacked up against the 3.2-litre 986 S that I'm used to, and I wasn't disappointed.

At first glance it's hard to tell what was new about the 987 beyond the more rounded, 997-style headlamps. But it is starting to bulk up, compared with the 986, and it has already taken the road that leads to 981 heft. In fact, Porsche claimed at the time that less than a quarter of the 986's componentry was carried over. It is smoother and more integrated-looking at the front, and its stance is slightly more purposeful, thanks to bigger wheels, wider track and enlarged rear-wing vents.

Here's a bit of background. The second generation Boxster debuted at the 2004 Paris motor show alongside the 997 and was available in 2005 for the 2006 model year. The most obvious external styling change was to the headlights, which echo those of the 997 and the Carrera GT. The side intake ducts are larger than the 986's, with more pronounced horizontal slats and coloured metallic silver, irrespective of the car's body colour. The wheel arches are subtly broadened to accommodate the optional 19in wheels – as demonstrated here by our subject car. The most significant revisions on the 987 are in the cockpit, though, with a more prominent circular theme to the instrument binnacle and cooling vents.

Our Tried and Tested car hails from 2011, by which time it not only benefited from the 2009 facelift that included cosmetic and mechanical upgrades including a capacity hike from 2.7- to 2.9-litres, it's also endowed with Varioram Plus inlet technology that lifts output to 255bhp, while its sibling Boxster S's engine was bored up to 3.4-litres, giving 310bhp. You could also specify the new 7-speed Doppelkupplungsgetriebe (PDK) dual-clutch transmission from this point, but our subject car was supplied with the new, standard fitment, 6-speed manual shift.

Living with a Boxster is a kind of love affair. It's often kept as a second car, but it is clever enough to be a first one, provided you can get by with two seats, because you do get two decent luggage compartments – more easily and practically accessible than a 996 in fact, actuated by plippers on the key-fob and the buttons beside the driver's door sill plate. As for the soft-top hood, if you've ever struggled with the flapping canvas and fingernail-snagging lift-a-dot fasteners of old-style classic convertibles, you'll adore the Boxster's electrically-operated canopy. When erected it's draught- and turbulence-free, almost as efficient as a fixed-roofed coupé. Lowering it involves simply undoing the single catch that secures the leading edge of the hood to the top of the windscreen frame, and then keeping the relevant button on the dashboard fascia pressed for around 15 seconds, during which time the assembly is automatically folded and neatly deposited beneath a metal panel behind the seats. An innovation in the 987 is that you can lower and raise the hood while on the move, travelling at speeds of up to 30mph – do-able at traffic lights, in fact.

Am I selling it to you? Here's the clincher. On the road is where all Boxsters justify themselves, and on these Anglian backroads the 2.9-litre



987 immediately comes alive. It's a sophisticated drive, relishing every twist and turn, no matter how fast I'm going, and it turns in and sticks to the given line like a loping limpet. In this context there's nothing to choose between the acceleration of 2.9 or 3.2-litre performance. On these undulating cross-country B-roads the ride is controlled and composed, and it's equally as nimble, taut and agile as the M030-spec suspension of my 986 S Anniversary, and it's as secure a driving platform as you could wish for. You could be forgiven for wondering, why – on the principal of 'if it ain't broke, don't fix it' – did they bother to introduce the 981 when this ticks all the thrills boxes. But that was also true of the 986, too.

As for the nitty-gritty, this 987's first owner was Mr Stuart Bowman, who bought it from Porsche Centre Colchester on 16th June 2011 and passed it on to his son, Nicholas, almost five years later in January 2016, and he quickly went back in time and swapped it for one of the classic 911 coupés I mentioned earlier, a 911E from 1973. So the 987's a one family-owned car, and the service record indicates it's been nurtured from new. Its colour code is M7W – Meteor Grey Metallic – and it was specified with a black leather cockpit with matching colour canopy, seat belts in silver grey, heated seats, six-speed manual 'box, sports exhaust, and 19in Carrera S II alloys with coloured centre caps. It also has rear parking assistance bleep, Bose surround sound system complete with audio interface and auxiliary input, plus CD storage, automatic climate control, wind deflector and tinted windscreen top: the full Monty for a non-S, in other words. It's done 35,000 miles with service book stamped at all the right intervals at Porsche Centre Colchester, and just had new rear tyres fitted. For a tight package in faultless condition, you need look no further. **PW**



## CHECKLIST

### BACKGROUND

With 35,000 miles on the clock, this 987 Boxster is a lithe and agile sports car with faultless handling and performance. On the road, this 2.9-litre base model with its six-speed gearbox is a nimble performer, and the optional 19in Carrera S II alloys provide fantastic road holding and give this Boxster the aggressive stance of the S model, albeit perhaps at the expense of some ride comfort.

### WHERE IS IT?

A frontrunner in the Aladdin's cave stakes for the most desirable Porsches in one showroom, Paul Stephens' showroom, where the Boxster is on sale amongst other gems, is at Little Maplestead (CO9 2SE), between Sudbury and Halstead on the Suffolk-Essex border, not far from Stansted airport, and six miles from Bures train station. Call 00 44 (0)1440 714884 or email paul@paul-stephens.com More pics at paul-stephens.com

### FOR

Immaculate bodywork, no-nonsense controls, classic Boxster styling.

### AGAINST

Austere cockpit upholstery, short of luxurious tactile qualities of optioned leather-clad cockpits.

### VERDICT

A well specified, family-owned 987 Boxster in a subtle colour combination and in immaculate condition. What it lacks is the exclusivity, character and razzle-dazzle of the slightly cheaper 986 Boxster S 550 Spyder 50th Anniversary model sat alongside it in the showroom.

## VALUE AT A GLANCE

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



# THE WAY WE WERE

## TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by

### MAY 2003 (ISSUE 110)

**A**ir apparent – or young pretender, is the cover line on this, the May 2003 issue. The 996 had been with us for six years or so at this point, but, according to Editor Horton's 'First words' intro: "Still the debate rages on. Still we – and by that I mean Porsche enthusiasts as a whole – question whether the current 996-model 911 Carrera is a 'proper' Porsche, the real thing." Such was the ferocity of the air-cooled old guard to the new water-cooled generation, and the 'nouveau' owners that they apparently attracted. Of course in retrospect we know that Porsche didn't really have a choice when it came to modernising the 911, and its efforts – the Boxster and the 996 – coincided with a world-wide economic boom. The cars also appealed to a wider audience, which was probably the main irritant to the Porsche purists. Still, we bravely decided to settle the matter by pitching a 996 C2 against a last of the line, air-cooled 993 C2 S.

Bravely we would nail our magazine colours to the mast and pronounce a winner. Trouble is it's not that easy, is it? We played the progress and modernity card and opted for the 996, while, of course, qualifying that by acknowledging the 993's depth of character and its air-cooled status. Of course, nowadays, we wouldn't even bother with such a comparison. The market is a very different place and pairwise the two cars are poles apart.

Further angst for the Porsche purists was also on the market in the shape of the new Cayenne, which had recently landed. Proof that Porsche was on to a winner could be seen in the news pages, where we



reported that the Cayenne was commanding a price premium as demand outstripped supply. Of course those very same cars are now firmly in this issue's £10k Porsche remit!

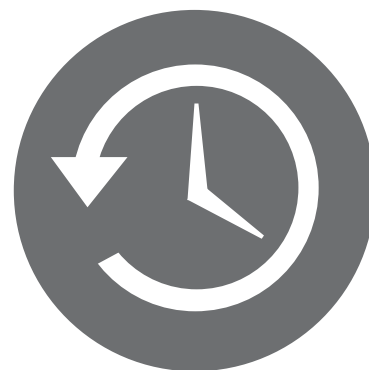
Elsewhere in this issue, columnist and ex-Porsche GB PR man, Michael Cotton, got behind the wheel of a genuine Le Mans 917, while occasional contributor, Delwyn Mallet, relected on life with his 1957 356 Speedster, a car that he still owns today.

### MAY/JUNE 1994

**P**roper time travelling now as we return to 1994, just four years on from *911 & PW*'s first issue. Lest we forget, the Porsche model range consisted of just the 911, 968 and 928. On the front cover we were offering the chance to 'Win a 911 Carrera for the weekend' a competition that we had cooked up with Porsche Cars GB.

Accompanying this tempting offer was a road-going 962C from DP Motorsport. This ex-Kremer Racing machine had serious pedigree, having first been raced by Alan Jones and Vern Shuppan and then Mario Andretti and son Mike, before scoring a race win in well known Boss livery with Franz Conrad. Of course, back in 1994 the 962 was just an old race car, and there was no shortage of them on the market, so to convert one to road spec wasn't such a big deal and DP Motorsport produced quite a few of these mad machines.

In the new pages we reported that Porsche AG had extended its relationship with Walter Röhrl as a brand ambassador. In the classifieds, *911 & PW*'s project 944 Lux was for sale at £7250.



### MAY 2006 (ISSUE 146)

**W**hat goes around comes around. Well, sort of. Searching for comparisons ten years in the past, we find ourselves in Weissach for the 997 Turbo technical seminar, where Porsche engineers reveal the secrets of the new 911 flagship. Ten years on and we're reporting again from one of Porsche's tech trips, this time on the new flat-four Boxster/Cayman turbo engines. Flat-four? That's, er, progress for you!

Sticking with four-cylinders, our popular 'Engine Tech' series had arrived at the 944 unit, so we duly took one to pieces for a good look. Too easily explained away as being a 928 engine chopped in half, the 944's 2.5 unit was very much its own design, with limited parts commonality. It was relatively sophisticated, too, with all alloy construction and balance shafts to curb any large capacity induced vibrations. Large capacity? Yes, even in the early '80s a 2.5-litre, four-cylinder engine was quite unusual. In these days of engine downsizing, it's very unusual indeed.

And on the cover? How can we ignore our 997 GT3 first drive? We sent ace racer Mark Hales out to Italy for the job, with mystery snapper, Paul Lomas. "A more rounded, accommodating car than its predecessor – mainly because, as delivered, it is a lot more comfortable on the road, where the majority of them will spend their lives." In retrospect the 997 gen 1 GT3 probably was the most rounded GT3 and that was no bad thing.





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