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UP FRONT

A Porsche is for driving, but it's a major purchase, too, that you won't want to lose on. Our Top 10 this month takes into account cost versus usage and driving pleasure

It's that time of year again, what we loosely term the 'Your first Porsche' issue. It's taken on various guises, but sadly the days of 'Your first 911 for £20k' are long gone. That used to be a crowded market place, but is now occupied by just the 996. No point in turning back the clock, though.

This year we've decided to nominate what we consider to be the ten best Porsches to buy now. In our opinion, these are the cars that have either reached a peak, or still have a little way to go, or have reached the bottom of their depreciation curve. In other words, they are a safe place to put your money. You won't

“None are so rare, or exalted, that you wouldn't actually drive them”

lose, you might even gain, and none are so rare, or exalted, that you would be scared to actually drive them.

Talking of which, there is a parallel universe where this is entirely normal, as we've concluded from our accompanying 'Porsche market watch 2016' story. This is always an interesting one, when dealers talk candidly about what's hot and what's not. The serious high-end stuff, usually with ultra low mileage, is being snapped up by a very different buyer. These cars are not even meant to be driven. They are collected like art and fine wines.

What is also clear is that the boom is over. Prices have peaked, and cars that were clearly overpriced will have to be market adjusted. That can only be a good thing.

STEVE BENNETT
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ALL THE PORSCHE NEWS AND VIEWS

NEWS

New Panamera is revealed and it's quicker round the 'Ring than a 997 GT3. Porsche blitzes JD Power survey, 911 RSR racer to go mid-engined, new V8 engine plant opens, 911&PW Picnic details, plus Paul Newman racer at auction



BEAUTY AND THE BEAST: ALL-NEW PANAMERA REVEALED

Second coming of Porsche's super saloon is prettier and even more powerful

It's faster, more efficient, more luxurious and more advanced. But most of all it's better looking. We give you the all-new, second-generation Panamera, Porsche's sports car among luxury saloons.

The original Panamera went on sale in 2009 and met with universal praise for its dynamics. Instantly, it became the default driver's choice in the large luxury saloon segment. However, the consensus regarding the Panamera's styling was almost as strong and not nearly as flattering.

Visually, therefore, Porsche says the aim with the new Panamera is to link it even more

closely with the iconic 911 coupé. That starts with lowering the silhouette, or 'flyline' in Porsche parlance, by 20mm at the rear. According to Michael Mauer, Porsche's design guru, "an observer will immediately recognise the coupé-like roof line, but now it is much 'faster', even more dynamic and the new side window look emphasises the coupé-like side view even more."

Other notable highlights include broader, more shapely hips across the rear axle and highly stylised light clusters all round. The latter sport Porsche's latest design signatures. At the rear that means '3D' lights, as seen in

the latest 911 and Macan models. At the front, Porsche has installed four-point LED driving lights for a look that closely resembles the 718 Boxster and Cayman. Overall, the new model is 34mm longer, 6mm wider and 5mm taller than before.

If that's the cosmetics, under the skin the new Panamera is a technical tour de force. At launch, the powertrain mix includes new V6 and V8 petrol engines and, for the first time, a V8 diesel option. For now, the entry-level petrol engine is the 2.9-litre twin-turbo 440hp motor in the new 4S. The 4S Diesel packs 422hp from its 4.0-litre turbo motor, while the

The new Panamera is a much more cohesive looking design. It still takes its styling cues from the 911, but it achieves this more successfully second time around thanks to a sleeker, lower profile

EXECUTIVE EXPRESS

Inside the new Panamera

For style, sportiness and quality, the original Panamera's cabin was arguably top of the luxury saloon pile. For in-car tech? Not so much. The new Panamera changes all that.

For starters, there's a radically revised Porsche Communication Management or PCM 4.1 system. The driver gets a pair of 7-inch LCD displays flanking the central rev counter. In the centre of the dash is another 12.3-inch high-definition touchscreen that's independently configurable by the driver and front passenger.

Connectivity is much improved, too, with online navigation, support for Apple CarPlay and a new voice control system. Porsche Car Connect further adds a long list of apps and remote functionality that Porsche says allows for both control of certain vehicle functions by smartphone and generally more efficient use of the driver's time behind the wheel.

The control bank on the transmission tunnel, meanwhile, eschews the customary clutter of physical buttons and switches for a flush-mounted panel complete with backlit capacitive-touch controls. Together, the new cabin systems form what's known as the Porsche Advanced Cockpit. Combined with the Panamera's existing strengths in interior quality and design, it's probably enough to give the competition from the usual German, British and Japanese suspects a sleepless night or three.



new range topping Panamera Turbo downsizes from 4.8-litres to 4.0-litres but cranks the power up to 550hp. That's enough for a top speed of 190mph and the sprint to 62mph in just 3.6 seconds.

All the new models come as standard with a revised PDK dual-clutch transmission that now offers fully eight forward ratios and all-wheel drive. Despite the improved power and performance, every new model is more efficient than before, with improvements of up to 16 per cent in the official NEDC test cycles. Lower powered V6 petrol and diesel models including rear-wheel drive options will follow,

as will a number of electrified hybrid models. That Hybrid tech is an approach Porsche is likely to spread to the sports car models soon, too. Yes, a hybrid 911 is very likely coming.

Arguably, however, the most intriguing technical innovations go beyond the engines and gearboxes. The new Panamera is packed with cutting-edge digital systems. How about a new thermal night-vision system that detects and highlights hazards including pedestrians and animals in the road ahead? 84-point LED matrix headlights with smart 'masking' are also an option. Both systems integrate with the new Porsche InnoDrive, which is a kind of

adaptive cruise control that combines navigation data and signals from radar and imaging sensors to compute optimal acceleration and deceleration rates as well as gear selections and coasting phases for fully three kilometres ahead.

The new Panamera's chassis is a techfest, too, thanks to new three-chamber air suspension, rear axle steering and the new electronic 4D Chassis Control chassis management system. To find out more, hop over to www.porsche.com/uk. In the meantime, the new Panamera is on sale now, starting at £88,700 for the V6 petrol 4S.



NEW PANAMERA SMASHES 'RING RECORD

It's quicker than a 997 GT3...

The all-new Porsche Panamera has clocked a time of just seven minutes and 39 seconds at the infamous Nürburgring Nordschleife in Germany, otherwise known as the Green Hell. That makes it the fastest luxury saloon in the world.

The Panamera pinches the title from Alfa Romeo's new Giulia Quadrifoglio saloon by the tightest of margins. It's just a single second faster. That said, the new Panamera Turbo, which set the record, is fully 14 seconds faster round the 'Ring than the old model. So, just how was that achieved?

Porsche says the aim was to test the car's performance in conditions as close as possible to those a customer would experience with a full production car. For the new Panamera Turbo, that means a 550hp twin-turbo V8, an eight-speed PDK transmission, some trick active aerodynamic features and the minor matter of a 190mph top speed.

Of course, wringing every last second out of a road car on the Nordschleife isn't without risks. So

with safety in mind, a few modifications were made. A full roll cage was fitted along with a special sport seat for the driver. The identity of that driver? Nope, it wasn't a hired gun or a ringer from one of Porsche's race teams. Instead, it was Lars Kern, a full time staffer at Porsche and one of its test and development drivers.

Needless to say, Kern was thrilled by the Panamera's record-busting performance. "The engine delivers an incredible amount of power, yet is nevertheless controllable – the car is perfect to drive," said Kern.

Meanwhile, for context that demonstrates just what a staggering achievement that time is for a large luxury saloon, try this for size: the new Panamera Turbo is a second quicker round the 'Ring than the race refugee that is the first-generation Type-997 911 GT3. It's quicker than a McLaren Mercedes SLR and the Lamborghini Murcielago LP640. It's only a second slower than the ultra-exotic V10 Lexus LF-A. A sports car among luxury saloons, and then some.

Saloon car, sports car, luxury express type car? The Panamera is all of those things, happy to waft along and transport four in comfort, and on the flipside it will lap the Nürburgring quicker than a 997 GT3. Quite an achievement

OUR TAKE

WHAT NEXT FOR THE 911 GT3?

Rumour has it the 2017 911 RSR racer isn't just mid-engined. It's turbocharged, too. The theory is that this is necessary to keep Porsche competitive in the GTE endurance racing class. Similarly, the scuttlebutt suggests the FIA is willing to provide Porsche with special dispensation to allow what are pretty major technical changes away from the core specification of road-going 911s, presumably because it wants the prestige of a brand like Porsche in the mix.

You can read more about all that on page 18. But it does all rather beg the question of what it all means for the road-going 911 GT3 and GT3 RS models. On that subject, there are arguably mixed messages. On the one hand, the main man at Porsche's Motorsport division, Andreas Preuninger, has been bigging up the advantages of naturally aspirated engines and manual gearboxes for that 'purist' driving experience. He's delivered, too, in the form of the new 911 R, not to mention the Cayman GT4 and the latest Boxster Spyder.

Spy shots of the updated 911 GT3, due next year, also suggest relatively little change and all the indications are that a manual option will return, if not perhaps the GT3 RS. On the other hand, a drive in the most recent GT3 does leave you wondering where Porsche can go with the car. Legislation regards emissions gets ever tighter. The turbo-charged and paddle-shift competition from the likes of McLaren gets ever faster. And the main sports car range has just gone turbo, too. Factor in the likely new direction for the RSR racer and the GT3 as we know it is surely not long for this world.





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The 911 Endurance Racing Edition celebrates Porsche's recent endurance racing success. Logos inspired by the 919 race car

911 ENDURANCE RACING EDITION

Porsche Exclusive's latest low-volume, Le Mans-themed special

A win is a win, so why not celebrate? Porsche's last-gasp Le Mans victory at the expense of Toyota was the stuff of movie scripts. Now there's a special-edition 911 to commemorate it.

The 911 Endurance Racing Edition is based on the latest and greatest 911 Carrera S. Thus, power comes from the new 3.0-litre, 420hp twin-turbo flat six that's good for 191mph. Tick the option box for the seven-speed PDK transmission and it will obliterate the dash to 62mph in just 3.9 seconds.

Of course, that's the same for any new Carrera S. But this car is designed and manufactured by Porsche Exclusive, a division dedicated to providing customers with special-order vehicles. Porsche says the Endurance Racing Edition "is a celebration of motorsport-inspired design and race track-oriented chassis dynamics combined with a high degree of personalisation."

In practice, that means an exterior livery inspired by the Porsche Team 919 Hybrid race cars in the World Endurance Championship. Specifically, the base colours on offer are white, Guards Red and black. Go for white or Guards and you get decorative decals in black, while black cars sport grey decals. High-gloss black accents to the wheels, mirror housings, LED headlights and badging on the rear of the car round off the exterior cosmetics.

Inside, Porsche Exclusive has worked its magic, too. Highlights include carbon interior trim and illuminated door sill guards with '911 Carrera S Endurance Racing Edition' motifs, red seat belts and the Porsche crest embossed on the head restraints. A '12 o'clock marking' on the steering wheel in contrasting red leather and 'Porsche Intelligent Performance' embossed on the centre armrest further underline the motorsport tradition.

As for detailed specifications, all Endurance Racing Editions are kitted out with Porsche Dynamic Chassis Control (PDCC) plus Porsche Active Suspension Management (PASM) Sports chassis with -20mm lowered ride height. Rear-axle steering as introduced on the GT3 and RS models is also part of the mix and adds to the chassis' agility. Finally, the Sport Chrono package with Mode switch on the steering wheel enables the driver to select chassis and engine settings in a flash.

And the price of all this race-themed regalia? The 911 Endurance Racing Edition is yours for £107,216. However, if it's anything like other recent limited edition models from Porsche Exclusive and based on the standard Carrera, including the fabulous Sport Classic of 2009, you'd better be quick with your order if you don't want to miss out.

PORSCHE'S NEW V8 ENGINE PLANT

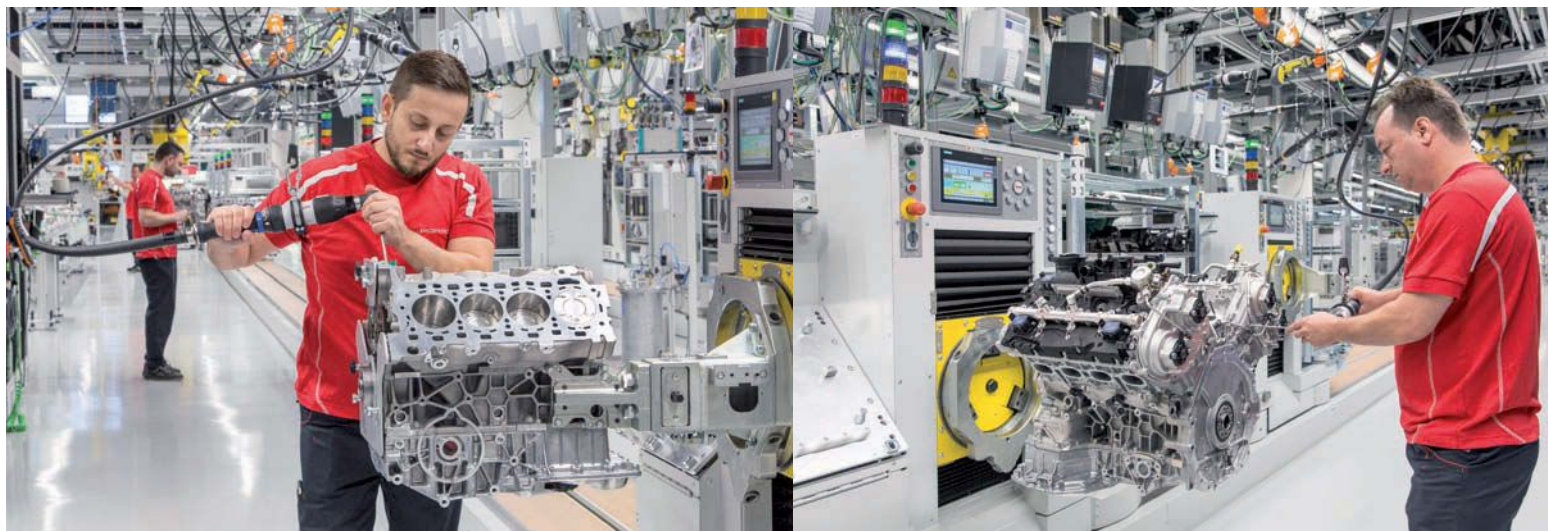
Porsche will be building a lot of V8s at its new engine plant, not only for its own needs, but for Audi and very likely Bentley as well

With the latest Panamera coming on line and a new Cayenne also imminent, Porsche is spooling up its production facilities in spectacular style with a brand new factory dedicated exclusively to producing those glorious V8 motors. The new 80-million euro plant is based at Porsche's main Stuttgart-Zuffenhausen works.

Like other Porsche facilities, the new factory makes use of those clever robo-trolleys that autonomously deliver parts and components to workstations on demand. With state-of-the-art production methods and

400 employees, at full plant utilisation the facility can crank out an engine in just 6.2 hours and around 200 eight-cylinder V8 motors daily.

A quick back-of-the-envelope calculation throws up an annual production rate of no fewer than 50,000 V8s. If that sounds like a lot, even with the likely roaring success of the next-gen Cayenne, here's the kicker. Porsche will be producing V8 engines for cars across the VW Group. So that's Porsche itself, Audi and very likely Bentley, to boot.





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RS RECREATION 1978 3.2 - 911 3.2 TARGA 1984 - FERRARI 550 MARANELLO 1997



Plenty of Porsches running up that Goodwood hill including the 919 fresh from its Le Mans success

PORSCHE STRUTS ITS STUFF AT GOODWOOD

It's a festival of speed, after all...

Porsche has taken top honours in the supercar shootout at the Goodwood Festival of Speed. With former Carrera Cup and current Supercup racer Paul Rees at the helm, the mighty 911 Turbo S – all 580hp of it – beat all comers climbing Lord March's famous driveway.

Damp and treacherous conditions no doubt played to the 911's all-wheel drive strengths. In the end, it was over two seconds quicker up the 1.16-mile Goodwood Hill than the closest competition and clocked 108mph as it crossed the line.

The 911 Turbo S wasn't the only Porsche in action at Goodwood. A camouflaged prototype of the new Panamera Turbo also blitzed the hill with actor and Porsche racer Patrick Dempsey at the wheel. A snazzy new 718 Cayman S in Miami Blue was another crowd pleaser from the current Porsche stable, while the man behind

Porsche's modern GT classics, Andreas Preuninger, gave Goodwood attendees a rare glimpse of the sold-out 911 R.

Hot from winning the 24 hours of Le Mans, Marc Lieb drove the most sophisticated Porsche ever created, the 919 Hybrid, up the Hill on Sunday. Away from the track action, a lucky few guests also experienced a novel and exhilarating way of getting in to the Festival of Speed, as passengers in a Porsche 911 GT3 Carrera Cup racing car driven by Carrera Cup racers Tom Sharp, John McCullagh and Dan McKay.

Using the interconnecting roads within the Goodwood Estate, the racers allowed the guests to arrive at Goodwood in record time and in spectacular style. Add to that a long list of privateer Porsches on display and running up the hill and it made for quite a weekend. One for your diary in 2017, perhaps.

PORSCHE EXCELS IN JD POWER SURVEY

Wouldn't want to brag, but...

US market research outfit JD Power has given the Porsche 911 top honours in its latest new car survey. Known as the 'Initial Quality Study', the study surveys 80,000 private car owners 90 days after their vehicle has been supplied. Subjects surveyed include everything from quality and reliability to the driving and ownership experience.

The 911 took top spot of all car nameplates in the study, while the new Macan mid-sized SUV took the spoils in its segment. While Porsche wouldn't want to brag (much), for the record the 911 has now taken the top spot in the 'Midsize Premium Sporty Car'.

Courtesy of a spot of data mining, JD Power also cooked up an assessment of the various car companies' production sites.

In the factory evaluation for Europe/Africa, the main Porsche plant in Stuttgart-Zuffenhausen, where as well as the 911 the Boxster and Cayman models are also produced, was ranked in first place overall.

"Every Porsche is proof of our comprehensive quality standard," gouth Albrecht Reimold, head of Production and Logistics at Porsche. "Sportspeople judge themselves in competition by data and KPIs (key performance indicators) – and that's exactly how Porsche builds its sports cars, too. Our employees are aware of this challenge, which is a joy and an incentive at the same time." Nice work if you can get it, then.

According to the JD Power survey, if you want the best 'Midsize Premium Sporty Car' on the market, then you need a 911





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Aqua blue with ocean blue leather
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Silver with ocean blue leather
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911 (997) '2S' 3.8 pdk (08 - 2008)
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911 (997) 'C2' 3.6 pdk (09 - 2009)
Meteor grey with black leather
36,000 miles.....**£40,000**



911 (997) '2S' 3.8 (09 - 2009)
Basalt black with grey leather
32,000 miles.....**£40,000**



911 (997) '4S' 3.8 (57 - 2007)
Basalt black with black leather
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911 (997) '2S' 3.8 (08 - 2008)
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911 (997) '4S' 3.8 tip (57 - 2007)
Silver with black leather
40,000 miles.....**£34,000**



911 (997) '4S' 3.8 cab (06 - 2006)
Silver with ocean blue leather
31,000 miles.....**£34,000**



911 (997) '2S' 3.8 tip (57 - 2007)
Atlas grey with grey leather
51,000 miles.....**£33,000**



911 (997) '4S' cab 3.8 (06 - 2006)
Basalt black with black leather
44,000 miles.....**£33,000**



911 (997) '4S' 3.8 (56 - 2006)
Slate grey with black leather
54,000 miles.....**£33,000**



911 (997) '4S' 3.8 tip (56 - 2006)
Silver with ocean blue leather
44,000 miles.....**£33,000**



911 (997) '2S' 3.8 (07 - 2007)
Basalt black with grey leather
44,000 miles.....**£33,000**



911 (997) '4S' 3.8 (06 - 2006)
Basalt black with black leather
54,000 miles.....**£32,000**



911 (997) '4S' 3.8 tip (06 - 2006)
Silver with black leather
55,000 miles.....**£32,000**



911 (997) '2S' 3.8 cab (06 - 2006)
Cobalt blue with ocean blue leather
58,000 miles.....**£32,000**



911 (997) '4S' 3.8 tip (56 - 2006)
Basalt black with black leather
61,000 miles.....**£31,000**



911 (997) '2S' 3.8 (56 - 2007)
Silver with black leather
55,000 miles.....**£31,000**



911 (997) '2S' 3.8 (56 - 2006)
GT Silver with black leather
52,000 miles.....**£31,000**



911 (997) '2S' 3.8 tip cab (06 - 2006)
Basalt black with black leather
50,000 miles.....**£31,000**



911 (997) '4S' 3.8 (06 - 2006)
Seal grey with black leather
60,000 miles.....**£30,000**



911 (997) '2S' 3.8 tip (05 - 2005)
Seal grey with black leather
49,000 miles.....**£28,000**



911 (997) '2S' 3.8 tip (55 - 2005)
Silver with black leather
59,000 miles.....**£27,000**



Cayman 'S' 3.4 pdk (63 - 2013)
Red with black leather
21,000 miles.....**£46,000**



Cayman 2.7 pdk (64 - 2014)
White with black leather
11,000 miles.....**£44,000**



Cayman 2.7 pdk (14 - 2014)
White with black leather
10,000 miles.....**£42,000**



Cayman 2.9 'Gen 2' pdk (12 - 2012)
Basalt black with black leather
22,000 miles.....**£31,000**



Cayman 2.9 'Gen 2' pdk (12 - 2012)
Basalt black with black leather
39,000 miles.....**£30,000**



Cayman 2.9 'Gen 2' pdk (61 - 2011)
Platinum silver with black leather
41,000 miles.....**£29,000**



Boxster 'S' 3.4 pdk (63 - 2013)
Silver with black leather
21,000 miles.....**£40,000**



Cayenne 4.8 Turbo (12 - 2012)
Silver with black leather
22,000 miles.....**£56,000**



Cayenne 3.0 Diesel tip (12 - 2012)
Basalt black with black leather
44,000 miles.....**£38,000**



Cayenne 'GTS' 4.8 tip (09 - 2009)
Basalt black with black leather
53,000 miles.....**£27,000**



Cayenne 'GTS' 4.8 tip (09 - 2009)
Silver with black leather
55,000 miles.....**£27,000**

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RUMOUR: 911 RACER GOES TURBO AND MID-ENGINE

With the latest 911 Carrera adopting turbochargers and the new 718 Boxster and Cayman ditching the iconic flat-six engine configuration for a 'mere' flat-four, fair to say that Porsche is comfortable moving into uncharted territory of late.

So why not a mid-engined, turbocharged version of the 911 RSR racer? That's exactly what the interweb rumour mill is predicting. The furore all started when Porsche revealed images of the 2017-season RSR earlier this year. Intriguingly, only the front of the car was revealed.

Now the car has been spied conducting early shakedown testing at the Monza track in Italy and reports are not only confirming that the side profile indicates a stretched wheelbase and mid-engine powertrain installation. Eyewitnesses also reckon the car is turbocharged.

The prevailing theory is that Porsche has been given special

technical dispensation by the FIA to allow the jump to mid-engine architecture, which in turn enables Porsche to remain fully competitive in the GTE endurance class. If all of this is true, it begs quite a few questions.

If the top 911 racer is mid-engined, what does that say about the prevailing rear-engine design of road-going 911s? It's a bit of a marketing conundrum, at the very least. Similarly, if 911 racers are going turbo, how much longer will the series-production 911 GT3 and GT3 RS models remain naturally aspirated?

Arguably, the road-going GT3 is now technically more distant from the racers than ever before. But at least part of its appeal is tied up with the motorsport connection and the whole 'win on Sunday, sell on Monday' mantra.

Either way, it looks like interesting times ahead for both the 911 racer and its showroom siblings.

A mid-engined turbocharged 911 RSR for 2017? That's what the rumour mill suggests and it would make sense if Porsche is to get on terms with Ferrari and Ford in the GTE class

911&PW ANNUAL PICNIC

Meet the magazine team

The summer only seems to have just turned up as we pen these words in mid-July. It was ever thus, but perhaps the sunshine will last until 25th September and arguably the most important date in the social season for Porschephiles.

That's right, it's the annual 911&PW Picnic, held once again at Mapledurham House just north west of Reading, the watermill of which just so happens to be the backdrop to the cover of Black Sabbath's first album. Held jointly with sister magazine *Classic Porsche*, it's a great chance to meet like minded Porsche lovers and peruse their P&Js, not to mention either praise or persecute the 911&PW editorial team, depending on your preference.

Prizes will be given for the top six cars of the day, but it's chiefly a relaxed day in fine surroundings and even better company. The website for venue information is www.mapledurhamhouse.co.uk and the contact details for the event are wildside@adren-a-line.com. Look out for more info next issue.



The 911 & Porsche World Picnic takes place on Sept 25th in front of Mapledurham House, near Reading. It's a relaxed affair, just bring a picnic and enjoy, with other Porsche fans





Early Porsche gurus, Karmann Konnection are holding their own show at the Kings Head pub in Bradwell, Essex on August 28th

KK'S CLASSIC SHOW AT THE KING'S HEAD IN ESSEX

Attention Porscheophiles in Essex and, frankly, further afield. 356 and early 911 specialists Karmann Konnection are holding their very own Porsche show on the 28th of August at the Kings Head pub in the picturesque village of Bradwell.

Porsches of all shapes, sizes and vintages are welcome. Highlights on the day will include trade stands, an outside swap meet, Porsche cars for sale, a showcase of 356 and 911 models and a line up of Porsches from every year between 1950 and 2016.

Designated model parking will be provided along with numerous catering options, a bar, DJ and live music. Tickets for the show are

£10 per car. Attendees are advised to book in advance but entry will be available on the day, subject to availability. Tickets including access to the indoor parts swap and toy and car show are £20 a pop, while trade stands can be had from £50 each.

Karmann Konnection are also seeking cars for the 1950 to 2016 line up and show entry is free if you participate. Owners and other hopeful attendees should call on 01702 340613 to book tickets, or arrange trade stands, swap meet space, toy and literature indoor slots or simply for more information. There's also more info at karmannkonnection.com.

ULTRA-RARE PORSCHE IN PEBBLE BEACH AUCTION

We can all of us debate the recent jump in classic car values. But how do you put a price on a genuine slice of Porsche racing history? We'll find out at Gooding & Company's Pebble Beach auction in California on August 20th and 21st.

The highlight of the show will be none other than the legendary Porsche 935, chassis number 009 0030. Yes, that's the very car in which actor and racer Paul Newman made his 1979 Le Mans debut alongside co-drivers Dick Barbour and Rolf Stommelen. The trio didn't disappoint, racking up a second-place overall finish in front of what was then the largest crowd ever at Le Mans.

As if that wasn't enough, for the 1980 season the 935 also had the honour of being the one and only race car before or since to be sponsored by one Apple Computer Company. Whatever happened to them? For the record, the pre-sale estimate for this ex-Newman special is a cool \$4.5 to \$5.5 million.

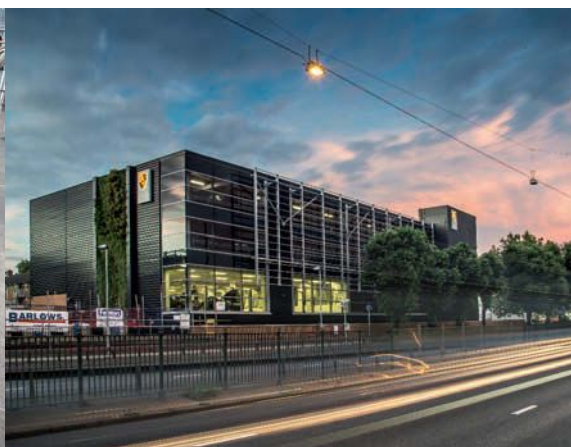
Of course, the 935 is far from the only special Porsche due on the block. How about a Rothmans-liveried 911 SC/RS rally car from 1984? Piloted by Saeed Al-Hajri, he of "King of the Dunes" fame, the car went on to win the FIA Middle East Championship in 1984, plus first-place finishes at the Ypres 24 Hours and the Medeora Rally. In 1987, Al-Hajri and the SC/RS took first place finishes at the Qatar Rally and the Kuwait Rally.

If it's a road-going special sir fancies, may we suggest the ultra-rare 1994 Porsche 964 Turbo 3.6 S Flachbau, just 76 were made for the entire global market. That alone makes the car pretty special. But then there's the mileage. It's covered just 40 miles from new. Triumph of preservation or travesty of misuse, either way the pre-sale guesstimate is \$1.4 to \$1.8 million. So fire up that Amex Platinum card, dust off the bearer's bonds and head for goodingco.com for more info.

Some seriously rare Porsches will be coming on to the market in August, including a 935 raced by Paul Newman at Le Mans



Porsche Centre West London, perched at the side of the A4, is back open after a major revamp. The two-storey showroom has capacity for 46 cars and has a 'Specification lounge' and a 'Direct dialogue bay.' Exciting times for Porsche retail



MAJOR REVAMP FOR PORSCHE CENTRE WEST LONDON

More than 100,000 cars roll past every day. Now one of the most famous UK Porsche Centres by virtue of a high-profile location on the A4 into London, Porsche Centre West London, has been given a comprehensive overhaul.

Completed in barely a year, the revamp entails separate buildings for sales and then service and aftersales. Moreover, if Porsche cars embody the principles of intelligent performance, so too does the new facility thanks to cutting-edge architectural design and energy efficiency measures. It's now one of the largest and most advanced in Europe.

The two-storey showroom has capacity for 46 cars and includes a special 'specification lounge' where customers can spec their new

cars to the nines. Other highlights include a pair of dedicated hand-over bays, a 'Direct Dialogue Bay' supporting on-the-spot diagnosis and a spacious cafe.

"The team is delighted to be back. Porsche Centre West London is proud to have a new home, and in what is one of the most impressive and advanced Porsche Centres in Europe. The Centre's stunning look and new state-of-the-art facilities are exemplary of the Porsche brand and our dedication to customer service," says Centre principal Peter Jiggins.

Porsche Centre West London is located at Great West Road, London W4 4LZ. For more information dial up 020 8742 7000 or point your emails at info@porschewestlondon.co.uk.

TWO-LITRE TUTHILLS TOUR EUROPE

For Banbury-based Porsche gurus Tuthill, early 2.0-litre 911s are something of a speciality. Their latest 1965 Porsche 911 2.0-litre historic race car has just been completed for some Swedish clients. As soon as the car was finished, it shot straight across the North Sea to the Gelleråsen Circuit, for its racing debut in the famous Karlskoga Historic meeting.

Tuthill sent one of its own experienced touring car technicians to accompany the car and ensure a smooth initial weekend. The result was a successful and reliable first outing against a variety of vintage machinery, including Stig Blomqvist in a humongous Ford Galaxie.

Tuthill 2.0-litre 911s have also been racing at Brands Hatch, Silverstone, Spa and in the fascinating Modena Cento Ore. There, three Tuthill 911s took part in a high speed tour, including hillclimbs and races on the historic circuits of Northern Italy.

In other news, Tuthill also has some slick new bespoke-engineered brake calipers for early 911s. Designed and manufactured in the UK, the calipers are machined from blocks of aerospace-grade T6 plate aluminium alloy. The stainless steel pistons are optimised for the Porsche 911 master cylinder and all fluid transfer takes place inside the caliper body for maximum reliability.

Each caliper weighs less than two kilograms, which makes for significant savings in unsprung weight mass versus the standard Porsche calipers. Bigger brake discs are available, but the calipers can also be used with standard discs if needed. They also fit under 15in Fuchs wheels and thus are suitable for air-cooled 911s of all ages. Tuthill's contact details are info@tuthillporsche.com and 01295 750514.



Tuthill Porsche may be better known for their rallying exploits, but this year have been equally successful on the track. The company's modded 911s have been stopping quicker, too, with new billet aluminium six-pot brake calipers

PORSCHE CLUB GB TRACKDAYS

Last call for Porsche Club GB's 2016 trackday season. The Club runs Porsche-only events at tracks around the UK throughout the year. Both members and non-members are welcome, though Club members do enjoy a discount on the full day rate.

Upcoming events include Goodwood and Croft on the 4th and 25th of August, respectively. The Club runs track days right through to early November. The final event on November 11th takes place at Oulton Park and benefits from lower 'winter rates'. Overall, the days are a fabulous way to get to know both your prize Porsche and like-minded Porsche-philis. For more details and to peruse the full calendar, point your web browser at www.porscheclubmotorsport.co.uk or call 01608 652917.



Choose by Model >

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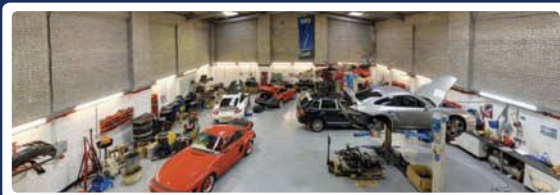
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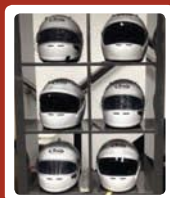
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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership



BILSTEINS FOR BOXSTERS

One of the UK's most competitively priced parts suppliers, Euro Car Parts, is now stocking Bilstein B4 dampers compatible with Porsche sports cars, starting with the 986 Boxster. Bilstein's B4 dampers are made to the same specification as the original dampers fitted at the factory and sold by Porsche. Bilstein, of course, makes the factory dampers for Porsche. So, while it wouldn't be politic for Bilstein to be explicit about this, the implication is obvious enough. These are the same dampers Porsche will sell you, just at a lower price. So, they're ideal for keeping your Boxster in tip-top OEM operating condition. And let's be honest, there won't be many 986 Boxsters running around on original suspension that wouldn't benefit fairly dramatically from a new set of shocks. Example pricing is £194.62 for a front damper. Head to eurocarparts.com to place your order.

GT4 TRACK TWEAKS

All hail the GT4, Porsche's modern-day hero for driving purists. What's that you say? It understeers a bit? And when you dial that out you get some turn-in oversteer? That's what racing driver and YouTube sensation Randy Pobst reckons. The solution is TPC Racing's Offset Toe Rod Kit. It replaces the factory rear toe links with a new design incorporating offset bushes. Combined with TPC's own suspension geometry settings, the net result is a 50 per cent reduction in deflection over 50mm of suspension travel. In other words, better geometry control and improved cornering stability. You can also combine the links with the DSC Sport Controller box, which takes advantage of the improved links via softer rear damper settings. The toe links are \$795 (roughly £600) plus shipping and duty, the control box is \$1290 or £970. Grab the lot from dscsport.com.



BARGAIN BRAKES

Good news. EBC has released some new kits designed to help you put the brakes on your spending. The full packages include British-made EBC pads in a choice of compounds plus Geomet-coated and corrosion-resistant discs available in multiple designs. The pads include EBC's Ultimax, Redstuff and Yellowstuff options, giving you the choice between outright performance for fast road or trackday fun and more practical and durable every-day pads. The discs are also available in a range of styles. You can go for a straight OEM spec, including drilled discs where applicable. Or you can opt for slotted, grooved and slotted or blade-style slotted designs. The full packages come at a significant discount to the individual part prices. To browse the available options head for ebcbrakesdirect.com or call 01604 286028 for more info.

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A N U D I M E N S I O N



IMPROVING PERFECTION

The Type-993 was the last of the air-cooled era. Is it also the perfect Porsche 911? That classic silhouette and air-cooled engineering accompanied by a significant uptick in competence and usability over previous 911s certainly make for a super-strong combo. But can you improve on perfection? The answer is affirmative according to Porsche. It has released a range of new suspension dampers for both the 993 Carrera and 993 Turbo models. Developed in co-operation with suspension specialist Bilstein, Porsche says both comfort and control have been improved with the new shocks. Tech specs include a switch to upside-down monotube dampers up front with monotube dampers with an innovative new valve design at the rear. For pricing and to place an order, contact your local Porsche Centre.

GET YOUR MOTOR RUNNING

The air-cooled 911 hails from the era of peak-engineering for Porsche. But here's a newsflash. The cars aren't getting any younger. That means component failure is an occasional inevitability. So why not make good on a bad situation with this upgraded starter motor from Edge. It doesn't just replace an air-cooled starter. It improves on it thanks to a hefty 3kg reduction in mass and 2kW gear reduction. The Edge starter is suitable for most models fitted with the G50 gearbox. That includes a range of models right up to 964 and 993 Turbos. To confirm compatibility, contact Cambridge Motorsport armed with the part number of your existing Bosch, Lucas, Valeo or Porsche starter motor part number on 01462 684300. The price is £238 and you can also browse the Cambridge Motorsport parts website at cambridgemotorsport.com.



TANK UP

While studiously avoiding specific mention of the ongoing political and economic maelstrom, we can't help but note the outlook for petrol prices ain't great. So would an oversized petrol tank allow for a little fuel-pricing hedging? That's a stretch, but it would at least put more time and distance between your fills. This plastic tank is an exact replica of the original factory 85-litre item and compatible with 911s and 912s made between 1965 and 1973. Suitable for both road and track use, it weighs in at 6.5kg, which represents a handy saving over the 11kg of the steel factory item. The tank comes complete with a stainless steel securing strap and alloy fuel neck and retails at £2520, plus the dreaded VAT. You can place an order via karmannkonnektion.com or by tapping 017902 340613 into ye olde blower.

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29535ZR21 Pirelli Pzero N1 £213.95

Porsche Cayman Boxster

23535Z19 Pirelli Pzero N2 £156.95
26535Z19 Pirelli Pzero N2 £205.95

911 991

24535Z20 Pzero N0 £190.95
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911 993

20550ZR17 Pirelli Pzero Rosso N3 £120.95
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911 996

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MEZGER'S MUG

Coffee and cars is now the done thing. So, a Porsche-themed mug seems like a no brainer for that Sunday morning meet. And if you're going to do it, you may as well do it right with this 1973 2.7 RS effort, hewn from the finest (possibly) porcelain in Zuffenhausen (definitely). It'll also give you a chance to gaze at that iconic rear end and ponder the intriguing aerodynamics of the classic silhouette and innovative (back then) duck-tail spoiler. Did you know the duck doesn't just reduce lift at the rear? It also reduces front-end lift and overall drag. Clever. Or you can just stare blankly into the middle distance as the caffeine offsets whatever escapades you got up to the night before. The mug is available from porsche.com/uk and your local Porsche Centre for the pleasingly precise and not a little esoteric price of £19.16.

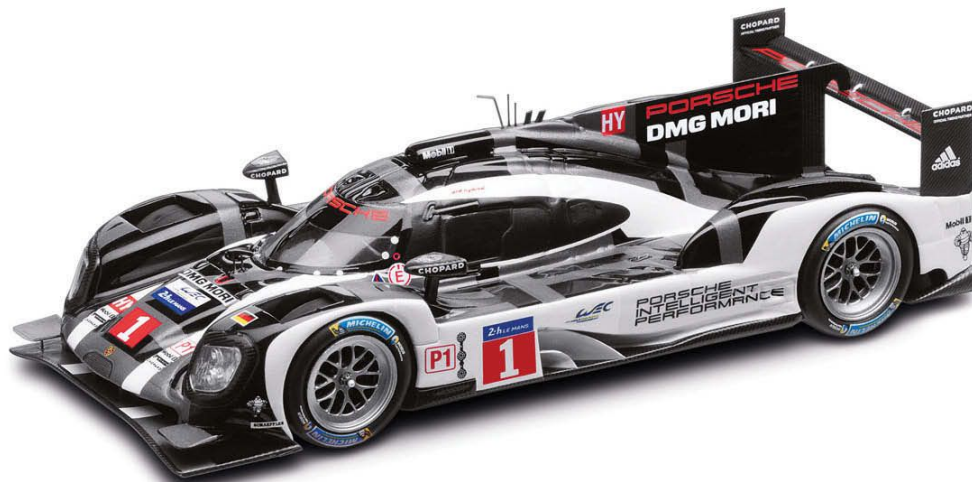
AIR-COOLED HOTNESS

Everybody loves an air-cooled 911, right? But what about keeping warm? Now that's a whole different box of intermediate shafts, especially when it comes to modified cars with trick exhaust systems. So, DP Motorsport have come up with a bespoke heating system for all left-hand drive and non-AC 911s made up to 1989. The core of the system consists of a gasoline-powered Webasto air heater. A mixing chamber allows the temperature to be continuously variable via a rotary control, including the footwell and the windscreen. The whole shebang is entirely independent of the exhaust manifolds and it's lighter than the factory heating system, to boot. It also optimises weight distribution by moving heating components forward, primarily under the front luggage carpet. Pricing varies by application, but your first port of call is dp-motorsport.de.



VICTORY ON A SMALL SCALE

When it comes to last-gasp drama and serendipity, Porsche's triumph at the 24 Hours of Le Mans this year is going to take some beating. It was victory snatched from the jaws of defeat courtesy of a literally-last-lap technical implosion on behalf of Porsche's main rival, Toyota. If it was a movie script, even Michael Bay would think twice about committing it to screen. But it really happened. So why not grab a little memento of the glory with this 1:43 scale model of the fabulous Porsche 919 Hybrid in full 2016 spec and colours. Available now from porsche.com/uk and your local Porsche Centre, it's yours for a piffling £50. There's also a 1:18 scale model available to special order via your PC. Just don't ask about the price. It's about the same as a nice secondhand 986 3.2-litre Boxster.



IT WAS ACCEPTABLE IN THE '80s

Whenever Porsche wheels out a new revision of the evergreen 911, the standard refrain from some quarters is something along the lines of nice car, pity the purity has been lost. They wouldn't have done it like that in the air-cooled era. How quickly we all forget models like the 3.2 Carrera Supersport Cabriolet. With a Turbo-look widearch body, a drop-top hood and the standard 3.2 Carrera engine, this was no lightweight purist's Porsche. Turns out style before substance was acceptable at Porsche even in the '80s. But does any car capture the confident swagger, the innocence of ambition that characterises the 1980s better

than a widearch, wind-in-your-hair 911? Nope!

So, why not wind back the clock with this period-perfect 1:43 scale model. Just one of a long list of alternative Porsche scale models and available for £85 from racingmodels.com



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1 : 43



906 K n°148
Targa Florio '66

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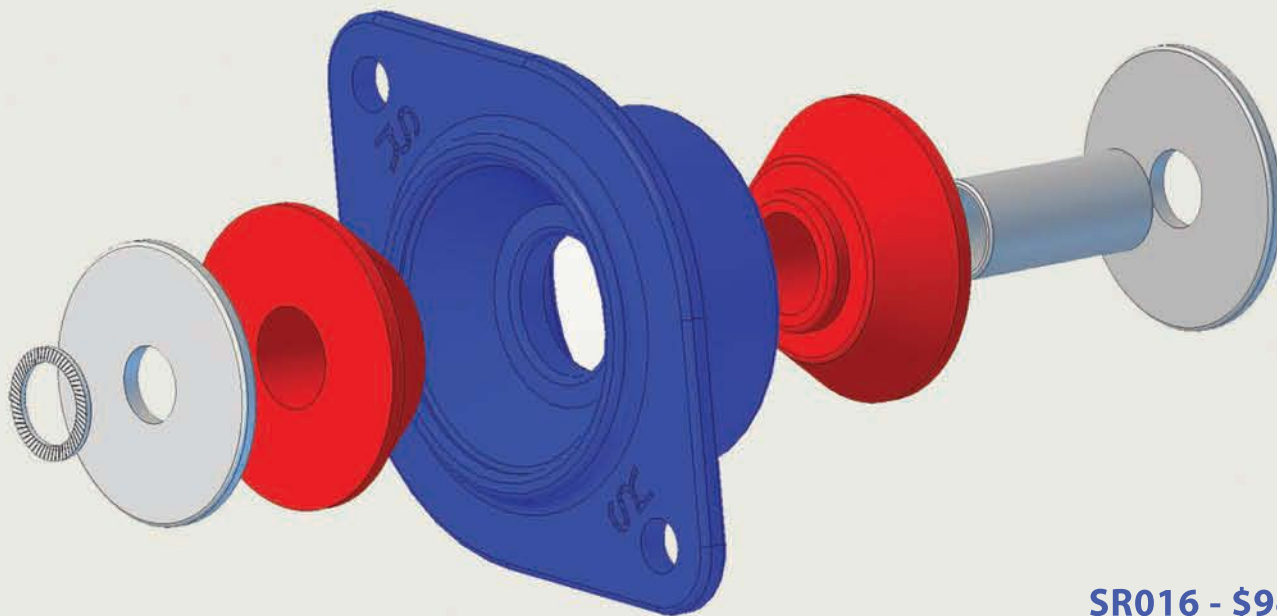
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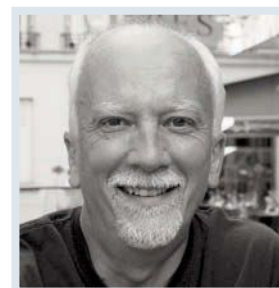
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THE USUAL SUSPECTS

Why, asks Keith Seume, would anybody spend a small fortune on a car and never bother to drive it? Surely Porsches, old and new, were always designed to be driven hard and fast – and often? Get your investment out of storage and go kill some flies!



KEITH SEUME
Editor, *Classic Porsche*

JUST DRIVE IT!

I love the 911R. Elsewhere in this issue you can read my piece on the original 911R from 1968, but here I'm referring to Porsche's latest 'limited edition' 997. I love its simplicity (if you can call any modern Porsche 'simple'), purity of line and its tip of the hat to a golden age of racing.

On paper at least, it should be the ultimate driver's car, capable of holding its head high on trackdays, ready for miles of arm-wrestling fun on mountain passes, or high-speed autobahn cruising. The problem is, very few (dare I say 'if any?') will ever be used this way.

As soon as Porsche hints at the release of a limited edition 911, the dealers move into overdrive, notifying their favoured customers of the imminent arrival of a gold-plated investment on wheels. Examples which are not locked away immediately somehow find their way back on to the market at inflated prices, placing them out of reach of all but a few well-heeled buyers.

OK, so that's life. I can't afford the latest Leica cameras, but I do know those who can will enjoy using them in the way they were intended – hopefully not sitting unused, gathering dust on a shelf.

And that's what all too often happens with these so-called limited edition models: they sit in air-conditioned storage while their owners watch values theoretically go up. When the time is right, they go back on the market and probably sit in somebody else's garage, trickle-charger connected to the battery as if to give the impression the car might actually get driven one day.

A few weeks ago, I was talking to a dealer who has a very low mileage 996 GT3 RS for sale. It is fabulous in every

respect, with not a blemish, not a speck of dust anywhere. But it is so perfect, so underused that it is impossible to place a true value on it. The asking price is high – very high – which means that it can never be thrashed around a track (as Porsche expected such cars to be) because the very first stone chip, those very first trackday miles, will instantly drop its perceived value by a huge margin. As a car it has almost become worthless. As a piece of art, meh, who cares...

To me and, thankfully, to the majority of Porsche owners, these cars are meant to be driven. Take a look at the photo at the bottom of the page. That's a line of mainly early Porsches (and a Datsun 240Z!) that had been driven to Le Mans Classic by members of the DDK-online forum. Two stragglers joined the line-up after the photo was taken, bringing the grand total to 25.

They had come from as far afield as Northern Ireland and Scotland (and Cornwall...) via various ferry routes to gather *en masse* at this great event. The Thursday evening photo opp' on the Mulsanne straight has become a tradition, with owners swapping tales of high-speed cross-country drives, killing flies by the dozen and doubtless picking up more than a few stone chips along the way. The very antithesis of what the poor GT3 RS I'd seen at the dealer is ever likely to endure.

My own journey to Le Mans began on the Wednesday evening after a few frantic days trying to get the latest issue of *Classic Porsche* off to the printers. My chosen route was via the Plymouth–Roscoff overnight ferry, which landed me in *la belle France* at about 8.00am local time on the Thursday.



From Roscoff, it was a matter of heading towards Morlaix and on to Rennes, all on reasonably fast (and traffic-free) major roads. Just east of Rennes, after a short stretch of *Péage*, I turned off onto the old main road towards Le Mans which, aside from the occasional truck and tractor, was virtually empty.

The near arrow-straight road – presumably of Roman origins – switchbacked across some beautiful rural scenery, through sleepy little villages and modest provincial towns that have remained unchanged for decades. As the Porsche's exhaust note echoed off stone walls, the sun burning hot through the windscreen, life felt good.

OK, so my car will never be worth as much as that garage-bound GT3 RS, or any one of those 911Rs currently sitting in storage, but I know which owner was

Joining the queue at the ferry is all part of the fun of driving down to Le Mans – you never know what else you'll find joining you on board – in this case a Morgan, along with a Cobra replica and a selection of Minis

The Thursday evening DDK line-up at the second Mulsanne chicane – cars all driven from as far and wide as Scotland and Northern Ireland



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



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having more fun right at that moment. Would I have been enjoying myself as much if I was at the wheel of either of those two 'modern classics'?

Hard to say – I find the GT3 RS a little too uncompromising for my taste – the combination of rock-hard suspension, low-profile rubber and thinly-padded seats not making it the ideal cross-country transport. As for the new 911R, I've not (as yet) had the pleasure, so I'll reserve judgement.

I had wondered about fuel consumption in the Porsche as it had been pretty poor up until recently. The turning point came when I finally figured out what was causing a persistent misfire between 2500 and 3000rpm (plug caps). Now I could cruise at part throttle without any concern, the fuel economy improved dramatically – although I didn't get chance to do an accurate check, it's something around 28mpg, which is pretty good for a car with what amounts to a tuned 2.2 911S motor.

AND SO TO LE MANS...

Le Mans Classic (to give the event its correct name, as opposed to the Anglicised 'Classic Le Mans') is quite unlike any other

historic motor racing event in the world. The sheer quantity and variety of classic race cars is quite mind-blowing, and the typically Gallic chaos that surrounds much of it only adds to the atmosphere. Think of old Peter Sellers 'Pink Panther' films, with whistle-blowing, arm-waving *Gendarmes* and you'll get some idea. Wonderful.

At the start of the event, officials are fairly strict in checking passes, directing traffic etc, and most people obey instructions. But as the weekend wears on, the people checking paddock passes tend to get a little more relaxed, the crowds less willing to be told what to do, and the armies of pit helpers whizzing around on mopeds seemed to grow by the hour. More arm-waving, more whistle blowing, more chaos.

Every entrant gets the chance to drive in a night session, both in qualifying and race mode, and the atmosphere in and around the pits is electric. The way the cars return to the paddock after each session means that they have to drive through the crowds.

Seeing a line of Porsche RSRs, or Ford GT40s, pre-war Bentleys, or whatever, trying to push through the throngs, drivers revving the engines to attract attention, was the total opposite of the carefully

choreographed scenes at Goodwood's Revival, or similar.

The night sessions are what the event is really all about and for those of us lucky enough to have pit lane access, the action in the wee small hours was as close as one could get to turning the clock back to the heady days of the 1970s when Porsches seemed to dominate the Le Mans grids.

I never cease to be amazed at how drivers coped with driving through the night at speeds of over 200mph down the Mulsanne, relying on headlights that were no better – and frequently worse – than those fitted to the average family saloon. Brave men indeed.

Driving to an event like Le Mans Classic in a Porsche is all part of the occasion – packing the car, heading to the ferry port, boarding the ferry in company with other enthusiasts in their prides and joys and then hitting the highway on the other side of the Channel sets the spine tingling with excitement (well, it does mine). Arriving in Le Mans and fighting with local traffic, all the while looking for signposts to the track, is all part of the fun. Settling down with your first beer (or glass of vin rouge) of the weekend makes any hassles a distant memory.

And this is where the owners of the cocooned investments – sorry, I mean future classics – are missing out. Porsches were meant to be driven, and driven hard and often. I really do not understand why anyone would buy one and not want to drive it, be it a six-figure classic or the latest hybrid supercar.

Here at *911&PW* we've decided that the only way to enjoy your Porsche is to get behind the wheel as often as you can. Don't worry about the weather – rain won't make it shrink. Just drive it. **PW**

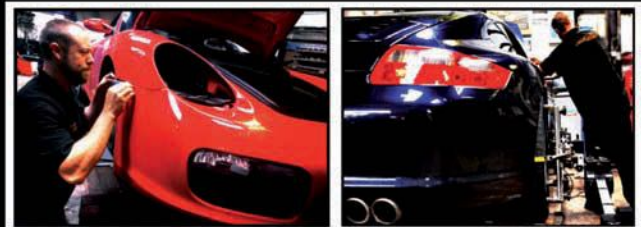
You'll never experience the pleasure of driving on provincial French roads if your limited edition Porsche is locked away in an air-conditioned storage facility. Get out there and drive it!

Le Mans Classic is an event quite unlike any other, from the chance to watch historic race cars on track, to enjoying the chaos of night-time action at close quarters in the paddock. Superb!





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JUST DRIVE IT!

What is it about sports cars – even Porsches – and lack of use? Tom Russell's pristine 968 needs to get out more and hopefully our visit has cajoled him into making those oft promised journeys...

Words and photography: Brett Fraser

Retired computer engineer, Tom Russell, is looking bashful. He's just admitted that despite having had his immaculate 968 Sport for the best part of three years, he's done less than 1000 miles in it. It's a revelation that he can't believe he's just blurted out; after all, he's a 'car guy' and appreciates that the whole raison d'être of any car is to be driven.

He shrugs his shoulders and grimaces: 'I'm not really sure what happened. Well, I do have a few excuses. When I bought the 968 it was always on the understanding that it was going to be a high days and holidays car, and that it wouldn't go out in the rain. And it has rained quite a lot over the last few summers...

'More fundamentally, though, my wife Gill doesn't like travelling in it. To be more accurate, she can't get comfortable in it; the seats give her incredible backache. On one

occasion we were heading off on a long trip but after about 15 miles had to turn around and come home again as the pain in her back had become too much.

'That has rather curtailed the sorts of journeys I had thought we'd take in the Porsche – trips to the continent, that sort of thing. It'd be no fun doing it on my own and I'd prefer Gill to be coming along, too. That said, I really do fancy nipping down to Le Mans one year, or perhaps one or two of the European classic car events; I might have to invite my son-in-law Simon along to keep me company.'

Push Tom a little harder and he confesses that there's another reason why he hasn't used the 968 more often. 'It's the mileage. Currently it's on about 99,600 miles, so it's on the cusp of being a 100,000-mile car. Yes, yes, you don't have to tell me: there are plenty of six-figure mileage Porsches out there and it doesn't really make a jot of difference.

'The trouble is, I'm old enough to have grown up in an era when a 100,000-mile car's next outing was probably to the scrapyard. So it's a sort of mental barrier for me. Deep down I know that I should be driving it more, because the whole purpose of any car is mobility. And if you don't drive your car on a regular basis, then it becomes a festering pit of problems. I'm very aware of the logic, I simply need to leap over the psychological hurdle of 100,000 miles.'

Historically Tom's no stranger to the notion of racking up miles in old cars. 'Back in the days when I had company cars I would order something sensible and family-oriented and pass it on to Gill. Then I'd buy a toy to take to work and run on expenses. Over the years I had stuff like the Triumph 2000, Singer Chamois, Volvo 122S Amazon, Rover 2000, Ford Cortina 1600 GT and others. I'd keep them for a year or so, amass a fair few miles, and have fun. I liked to have things that were slightly different.

Tom Russell and his Porsche 968, bought after his son had purchased a 996 C4S and piqued Tom's interest in a Porsche of his own



'Back then, though, Porsches didn't crop up on my radar – no sports car did – because I was mortgaged up to the hilt and couldn't afford one. In later years, however, a company car proved to be one of the fastest cars I'd ever driven – a BMW 330d estate with an auto. It was like driving a locomotive; boy could that car go!'

Tom's propulsion into Porsche ownership wasn't all of his own making, as he explains. 'My son, Mark, pulled off a stroke of genius. For years he had wanted a Porsche 911 and managed to sell the idea to his wife on the strength of it having four seats and therefore being a family motor. As it later transpired, the first time he took the kids out in the back, they fell asleep: so much for the 911 being the enthralling sports car!'

'Before he bought it, Mark rang me up for advice. He told me how he'd always had the hots for a 911 and that he'd just seen a 996 C4S that he really liked. My advice was simple: if you can afford it, buy it, because you're a long while dead. What he'd really been after was an air-cooled car, but in common with so many others, he'd missed the boat on that one.'

'Anyway, I then started hankering after a Porsche, too. In my case, though, I set my heart on a 944 Turbo. And so I started looking around. But most of them were dogs. I'd get to within about 50 feet of them and could immediately see I'd had a wasted journey. With one car I stuck my hand underneath to check the jacking points and pulled it out again clutching a pile of brown dust. The owner seemed puzzled: I had to explain it was rust...

'That was when Mark suggested that I broaden my thinking and take a peek at a 968 or two. I bought the first one I saw – fortuitously the rare Sport version – because I couldn't find a reason not to. I've talked myself out of buying many a car because I've identified issues that made me feel uneasy. Not this time. I took the 968 for a gentle stroll around the block rather than a proper test drive but it all seemed fine, and there was a comprehensive history file and the guy selling it seemed straight.'

'Sure, I was taking a bit of a chance, but then you always do with an older car. I really enjoyed the drive home, despite not thrashing it in deference to my unfamiliarity with this particular 968's foibles.'

Tom bought extremely well. His 968 Sport looks to be rust-free, straight of panel, and enjoys an interior that has completely shrugged off the effects of 100,000 miles' worth of motoring: the seats aren't sagging or worn, the steering wheel has a sheen not a shine, the gear-lever gaiter isn't torn or frayed, and the dash-top is devoid of cracks or splits.

'Not long after getting the car home I took it to see Richard Clark, a mate of mine who runs a one-man bodyshop called Paint & Beyond, near Diss in Norfolk. Richard is hugely experienced and having taken a thorough poke all around the Porsche, reckoned it was very straight and very original. Which was gratifying to learn.'

Although Tom wasn't destined to spend as much time behind the wheel of the Sport as he'd imagined, his enthusiasm for the Porsche manifested itself in other ways. He slapped down a tenner to join 968UK.co.uk to take advantage of the site's extremely helpful forums, and spent hours poring through the car's big pile of paperwork. And

The 968 is, of course, the last development of the 924 and shares with it the front-engine, rear transaxle layout, which gives all of the 'transaxle' cars their characteristic 50/50 handling balance



“ That was when Mark suggested that I broaden my thinking and look at a 968 ”



Above middle: The 968's 3-litre, four-cylinder engine is something of an oddity, but is all part of the 968's character, with gutsy performance and 240bhp. With Porsche's Varioram system it blends torque with revs, giving the best of both worlds



HISTORY

In some respects it was too little too late for the 968. Porsche had stretched the original 924 concept as far as it would go and in 1992, when the 968 was launched, the 968 was too obviously a re-panelled version of what had gone before. It was too expensive too, for what were economically straitened times. Consequently, then, the 968 is one of Porsche's rarer models and one that has a cult following. It may not have ticked the boxes then, but it was still a very good car. The same applies today, with gutsy performance from the 3-litre engine and truly inspired handling that road testers still talk of even today.

it was while undertaking the latter that he discovered some potentially concerning information. The previous owner had clearly had some problems with the 968 not starting when it was hot; Tom had experienced the same issue.

'The paperwork showed that the relay operating the petrol pump had been changed, but when I pulled out the plugs I noticed that one of them was dry. So I had a local garage replace the petrol pump altogether, which wasn't such a hard job once they'd managed to find it. And, touch wood, that has cured the problem.'

'Then I noticed from the 968's invoices that while the engine's belts had been replaced only 15,000 miles ago, that was eight years ago... So I stopped driving the car and starting praying that the belts would survive until I got the Porsche up to Autowerke in Norwich. Matt there is a very nice chap and seems very knowledgeable. While the bonnet was up I also got Matt to fit a new water pump and attend to the idlers, and he spotted that the front wishbone bushes needed replacing.'

Whilst reluctant to take the 968 Sport out in inclement conditions, Tom is more than happy to subject other people's Porsches to the vagaries of the weather. 'It was raining the day I went over to the Porsche Experience Centre at Silverstone,' Tom chuckles, 'so clearly I wasn't going to take the 968 out. But Mark and Alison, my two kids, had paid for me to drive one of the centre's

perhaps I will journey out in it more often,' concedes Tom. 'I guess its value won't be harmed by having 100,000 miles on the clock rather than 99,600. Talking of potential investments, thanks to my mate Richard Clark I have an opportunity – which I regretfully don't think I can afford to take – to buy a low-mileage Cayman R. I'd love to tuck that away in the garage because I'm sure

“ I guess its value won't be harmed by having 100,000 miles on the clock ”

Porsches. It was an absolutely cracking day out and I learnt a lot about driving and car control. Plus there was a pair of 918 Spyders on track, for potential owners to play with, and it was fascinating to see them in action.'

So, what about this under-use of the 968? 'Well, now that the belts have been done,

values will rise. Then again, I'm now so old I probably wouldn't get to enjoy the benefits...'

In that case, Tom, should you be lucky enough to make the Cayman R yours after all, may we suggest you do the decent thing and thrash the living daylights out of it. We would. **PW**



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Part two of Porsche's brave new four-cylinder world as the 718 Cayman arrives as the new entry-level Porsche benchmark. It's all good, until you fire it up. It seems churlish to moan, but it's difficult not to feel that Porsche has lost some of its soul with the new breed of engines

Words: Adam Towler Photography: Porsche AG





Just when we're still reeling from the arrival of the 718 Boxster, and the seismic shift in personality brought about by the introduction of a turbocharged four-cylinder engine, now there's this, arguably an even bigger moment on the mid-engined Porsche's timeline. Why? Because the Cayman has always been more of the purist's car, even if the Boxster is by far the biggest seller. At times, loving the little coupe has felt like membership of a closed club – what's not to like about a small, mid-engined coupe powered by a naturally aspirated flat-six engine and with the Porsche badge on the nose. Those that say it's artificially held back to 'save' the 911 – well, let them. If you 'get' the Cayman, then you probably understand performance cars.

Of course, one aspect of the above recipe has now changed out of all recognition: the engine. But while the new car looks very similar to the previous (981) Cayman, the introduction of the 718 also heralds a subtle re-positioning of the Cayman and its Boxster twin in the overall Porsche range structure. For starters, the price difference between the two cars has now been reversed: it's the Boxster that is now the more expensive car on the UK market. (The 718 Cayman is £39,878 compared to the 718 Boxster at £41,739, while the S models cost £48,834

right from the off without having to work the engine in an enthusiastic manner? The new S now looks like a very serious machine indeed. Its torque peak is 310lb ft from 1900rpm upwards, another healthy rise on the 266lb ft of the previous S model.

Remember, these new four-cylinder engines were developed in-step with the new 3-litre twin-turbo units found in the gen 2 991. The centre of gravity has been lowered slightly with the new engines – when you see one on a stand it really is tiny – but the weight figure has grown marginally due to the additional ancillaries the turbocharged installation requires. Much of this is to do with heat management, because the biggest challenge on both 718s was trying to keep everything cool within the very tight confines of a mid-engined car, and one, let us not forget, originally designed to take a naturally aspirated engine. You can bet that when the 718's replacement does arrive, such matters will have been thought about very seriously from the start.

The 718 Cayman uses a charge-cooler setup where intake air is drawn from the left-hand side of the car (through a bigger intake than the 981), and then split, with some entering the engine and the rest cooling an auxiliary radiator that cools the main water intercooler that sits on top of the engine. Hot air from the turbocharger is fed through the main cooler, with air coming into the right-

“ The 718 Cayman promises to be much faster overall than the 981 ”

and £50,695, respectively.)

Moreover, there is much less differentiation between the two different body styles compared with the previous generation. Their design is now identical, and the power outputs are the same – indeed, the four cylinder engine is absolutely identical in each car, and was developed to be so. The upshot is that the Cayman takes on a slightly different role as the straightforward, entry-level sports car in the Porsche range, and is therefore the cheapest Porsche you can now buy.

As the two cars are now so similar, it won't come as a surprise to you what I'm about to reel off in terms of technical development. The new engines now displace 2-litres in the standard 718, and 2.5-litres in the S model, with power outputs of 300hp and 350hp, respectively. That, obviously, gives them a healthy increase over the previous 981 models (265hp and 315hp) but is not what makes the biggest difference to the driving experience. Instead, what we need to focus on is torque, not just the peak output, but how the graph looks over the entire rev range. The 2-litre 718 now has 280lb ft of the stuff from just 1950rpm, and holds that figure all the way to 4500rpm on a flat plateau. The old 2.7-litre 'six' could muster just 207lb ft, and needed 4500rpm on the dial to realise that figure, the graph rising in a much more linear fashion. Not only does the 718 Cayman promise to be much faster overall than a 981 Cayman, but also the ease with which it should punch along in everyday traffic should be vastly different. Then again, will it be dull – do we want our little sports coupes to give everything

hand side of the engine bay having the sole job of cooling the auxiliary radiator on that side of the engine. As for the turbocharger itself, this is another key point of difference with the cars: for reasons of cost the two-litre machine uses a traditional type of turbocharger running 1.4-bar of boost. The S model, its larger displacement achieved through enlarging the bores, uses a variable vane turbocharger as used on the 911 Turbo (that's with a capital 'T', not the new Carrera models).

In chassis terms, the 718 Cayman mirrors the 718 Boxster in terms of the hardware evolution, but the setup is slightly different in some cases due to the additional torsional rigidity of the bodyshell. Why in some cases? Because when you delve down into the nitty-gritty of the specifications with head chassis man Joachim Meyer, referring to a document I'm not allowed to share with you, for non-PASM equipped cars the Cayman runs stiffer springs and anti-roll bars compared to the Boxster. PASM cars benefit from a much greater range of real-time suspension adjustment, and so the dampers can compensate for the different stiffness of the two different bodyshells. There are also marginal differences for the models based on whether they have the six-speed manual 'box or the seven-speed PDK unit, the latter bringing with it a 30kg weight penalty. If you want to be really nerdy, there are also slightly different suspension values for some of the cars fitted with torque vectoring (PTV), although a manual Cayman isn't one of them...

718 CAYMAN S

Model tested:	Cayman S
Engine:	2.5-litre flat-four turbo
Transmission:	6-speed manual/PDK
Body style:	Two-seater sports
CO ₂ :	184g/km
Top speed:	177mph
0-62mph:	4.6secs
Power:	371bhp at 6500rpm
Torque:	310lb ft at 1900-4500rpm
Price:	£48,843



The Cayman's style has further evolved, with the arrival of the 718. It owes more to the 918 than the 911

Otherwise, the changes are the same ones found on the 718 Boxster. The dampers are thicker in terms of the piston width, the rear suspension arms shorter (due to lack of space), the driveshafts stronger; there's the rear subframe brace taken from the GT4, and more sensors to feed the PASM ecu on both axles. The steering rack is taken from 911 models fitted with rear-wheel steering, and is hence 10% quicker over the initial turn. To match this, the rear wheels are half an inch wider.

We start off in the base 718, because in some ways that's the car I'm most curious to drive. This 'little' coupe is now the point where Porsche ownership and in theory fun starts, a whisker short of 40 grand. I desperately want this car to be a real cracker. And yet...and yet it doesn't take long, mere metres in fact, for the first signs to make me worried. I know the engine is not going to sound as inspiring as old six-cylinder motor, but...

There is a substantial part of this review that is going to be something of an oddity. This is because Porsche makes writing about new cars for this magazine often fairly easy: its products are, on the whole, fabulous, and while that doesn't stop us from finding details

to criticise, or elements that are not to our own aesthetic taste, I can't remember the last time that I really didn't like a car with a Porsche badge on the nose. Well, Cayenne Hybrid, maybe, but still.

Yet, here we are, driving the 2-litre 718 Cayman, and while I'm about to go on to write lines of glowing praise about how the car is better than ever in so many ways, and still head and shoulders – at the very least – above the competition in terms of driving

my thoughts: I really enjoyed the punch out of corners it has, but in snapper Fraser's immortal words, it "sounded rubbish". I found it hard to disagree, although there were times when I didn't mind the aggressive blatt of the 718 S. The real issue for me was what the public-at-large might make of the 718's soundtrack, and the impact that might have on sales.

In between then and now I had a quick drive in a 2-litre Boxster with PDK

“ I know the engine is not going to sound as inspiring, but... ”

The interior is still the sports car benchmark, with quality materials and a cabin environment that makes the driver feel fully integrated in the action. Manual gearbox is a delight, as ever

enjoyment, feel and all the rest; at heart, in the engine room, where it really matters in a sports car, it is simply not good enough.

Until now I have only experienced the four-cylinder engine in a Boxster. I've driven considerable miles in an S, and wrote about it in *911&PW*, and thought the car more capable than ever before. The engine divided

transmission, and was much less impressed. It wasn't so much the reduction in power, the delivery just felt dull and I seemed to notice the sound issues more. Now, with the sound of the motor coming from just over my shoulder and trapped in a closed cabin, I have to say I'm not enjoying it. My issue with this engine, as others are starting to say as well,



is not just about the noise it makes. It's the overall NVH (noise, vibration and harshness) of the motor. At just over 2000rpm there's a period of roughness that sends tremors through the floorpan and up through the doors, and to rev the engine out is to almost expose your ears to pain. It's a harsh, unappealing sort of noise, and as my co-driver in the car (who hadn't driven one of these flat four Porsches before) remarked, 'it sounds like it's broken – are you sure it's supposed to sound and feel like that'. He's not the first: latterly I've learnt of a journo who immediately switched the motor off on start-up and contacted a colleague to see if it was indeed supposed to 'sound like that'.

I do so, and it's where I discover the 718 is better than ever in Cayman terms. Perhaps if you're a fan of the old 987 gen 1 you may miss the feeling of delicacy, and of a car moving around underneath you, but the 718 is colossally competent. The increased sense of agility, not to mention the sheer grip the car generates, provides that wonderful feeling of a car that will do exactly what you want, whenever you want it. The nose darts to the apex but never in a nervous manner, while everything the car does, in every way that it responds to you, is done with a sense of fluidity – of a polish, applied unerringly evenly. No more is this evident than with the ride quality. There are a number of things that

on the track, but I don't seem to notice the engine issues so much now. As with the Boxster, I'm already convinced the S is a nicer car, but it helps that this sort of driving requires the revs to be kept higher, specifically in the mid-range where the 4-cylinder engine seems happiest. Sturup is a small but enjoyable little track, originally built for rallycross, and the Cayman is absolutely dynamite around it, flicking into direction changes yet remaining stable over the awkward humps where the surface drops away afterwards. It doesn't feel like it is exerting itself, rather that it would happily lap all day long; the PDK shifts are faultless – it's enough to make one almost go over to the dark side...

By the time I get my backside into the 718 S manual for the road drive, I've mellowed slightly, and I'm really looking forward to seeing what the S is like on the road. There's certainly no faulting the six-speed manual gearbox, and the more powerful braking setup of the S is obvious underfoot as well. There is indeed something sweeter about the larger, bigger bore engine, but it's mainly the power delivery that makes it more exciting: the variable vane turbocharger and larger displacement give the S the kind of immediate punch that makes the car feel alive, like a real sports coupe. The top end is much more enthusiastic as you might expect, although surprisingly it needs 3000rpm to give its best, exposed again by the long gearing.

You'll not be needing a faster car on the public road than a 718 S. A manual 'box equipped car such as this one will reach 60mph from rest in 4.4-seconds (4-seconds dead in a Sport+ PDK car), and top out at 177mph (as a guide, a 2-litre 718 ranges from 4.9–4.5 secs for the same test, proving that there's nothing wrong with the performance of either car against the clock).

“Quite simply the ride quality is stunning, despite 20in wheels”

The 2-litre's problems are compounded by the kind of overly long gearing we've sadly had to get used to recently. The 718 will pull an indicated 80mph when taken to the redline in second gear, which is ridiculous in terms of real-world driving enjoyment. It also means there is no hiding from the engine's turbocharged characteristics: on the plus side the torque does arrive early, but the engine feels as though it has given its best by 6000rpm, and hanging on for the final 1000rpm or so really gives the ear drums a bash. One side effect of all this is the temptation to drive the 718 hard, partly to avoid the revs falling too low and hence into the worst of the vibration and harshness zone, but also to try and take the mind off of the engine and onto other elements of the car.

contribute to this, but chief among them is the latest generation of PASM active dampers and the additional sensors that feed back data. Quite simply, the ride quality is stunning, despite 20in wheels, and is at a level that would make some luxury saloon cars seem ham-fisted in this department. Around town or on a long journey, this is a comfortable car.

My chance to get behind the 718 S falls into two parts. Firstly, there's a PDK-equipped S on the tight and twisty Sturup Raceway in the south of Sweden, and then a manual 'box equipped car for a road drive back the way I've just come in the 2-litre car.

The PDK car is the new 718 at its most aggressive, with bucket seats and the sports 'wheel with paddles. Perhaps it's because the human brain has to concentrate completely

No issues in the handling department. Porsche continues to hone and refine the Cayman to ever higher levels of perfection. New flat-four sits even lower in the chassis for a lower centre of gravity



For some reason I haven't yet been able to work out, the sports exhaust on the S seems to make less of a difference than it does in the standard car. I can say this having driven three different S-spec cars, but maybe it was just coincidence. Sadly, there is still the same vibration through the structure of the car, and the same drumming around the chassis from an engine that sometimes feels as though it is shaking itself apart. One moment when this is particularly noticeable is with the S put into Sport mode, because it makes the car idle higher at around 1000rpm. With the sports exhaust open, from the outside the surrounding area is dominated by the bizarre duh-duh-duh of the little boxer thumping away. Someone rather uncharitably mentioned it sounded like a bilge pump...

This, then, is the conundrum we face with the new 718 Cayman. For starters, it looks great: like the Boxster, most of the panels are new, but it's obviously closely related to the 981 (their relationship looks a lot closer than, say, 996 and 997). The creases are almost impossibly sharp, and the new detailing around the air intakes in the nose,

and the black panel that joins the rear lamps, is in my view very successful. As ever, styling is entirely subjective, but for me this is a very attractive car – arguably the best-looking Cayman yet, even if I do miss the voluptuous curves of the original.

Inside, it's more good news. There is now the option of PCM4, with its touchscreen and apps, which as we've seen on the gen 2 991 is another step forward for Porsche's infotainment systems. What's most obvious about these new 718s is how sturdy they feel from the inside, with a great driving position and a high window line that exaggerates the feeling of being protected by a very stiff, strong structure all around the occupants.

As ever, the Cayman is also practical, with a surprisingly deep front luggage area and further storage at the rear of the vehicle. It remains the ideal small sports coupe, and yet there is one big problem. The trouble with having a flaw with the engine of the car is that when it comes to a sports car, that's the heart of the matter. The rest of the car can be sublime, and in this case I don't think that's too strong a word for the 718, but

when something so fundamental as the engine isn't right, then it's hard for it to not cast a very real shadow over the rest of the proposition.

Maybe I'll mellow over time, and maybe you might not find the engine so bad when you try one. But as it stands now I have two clear final thoughts. Firstly, if you are going to buy a 718 Cayman, it has to be the S model. Yes, I know that's blithely saying spend more money, but it is a much better car, a more exciting car. More of what a Porsche should be like. The spec of the car is higher, it's faster and more dynamic, and has better brakes. It's a no-brainer.

Secondly, the 2-litre 718 just isn't good enough. It feels like an early prototype that is still under development. I'm not sure I could spend my own money on an S as it stands, but I'm certain I wouldn't buy a 2-litre.

I also have no doubt that some very clever engineers are working away in Stuttgart on a revision to this engine, and I feel sure that Porsche will get it right eventually. The basic idea holds so much promise, but unusually for Porsche, the execution at the moment is simply wide of the mark. **PW**

Perhaps the Cayman's best view. Engine issues aside, sub £40k for the base Cayman seems very good value for something that looks this good!





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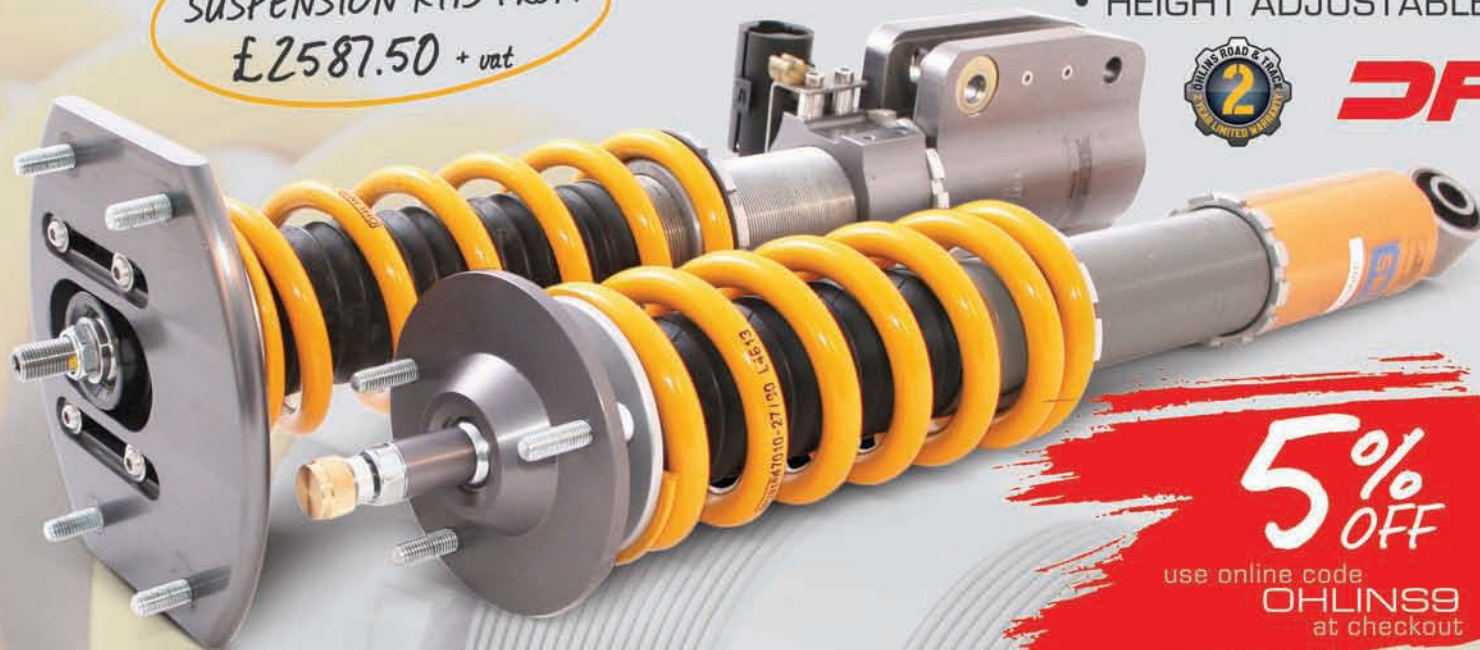
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GTS EXPRESS

Porsche celebrated 40 years of the 'Transaxle' cars with a shindig at the Porsche Museum in Stuttgart. We had to go and pay homage, but in what? A last of the Transaxle line 928 GTS, of course. If you're gonna do it, do it properly!

Words: Steve Bennett Photography: Antony Fraser





Left: Bennett at the wheel and doing his best to look as though he belongs there. Above: The 928 GTS is the pumped-up last of the line in a production run that lasted from 1977 to 1995. That's quite some going

Like all great plans, this one didn't go according to, er, plan. When I heard that Porsche was planning on celebrating 40-years of the 'Transaxle' cars at the Porsche Museum in Stuttgart, I knew that we had to be there. After all, as a magazine, we've been staunch supporters of the front-engined cars from the 924 upwards. Indeed we still run a few in the 'Projects' pages in the back of the mag in the shape of Chris Horton's 944 Lux and 924S duo, and my own 944 Lux. Hell, even Porsche classicist, Keith Seume, has run a 928 in these pages. They've always been the underdog cars, and as such I was kind of surprised that Porsche was even recognising the anniversary, which, of course, started with that most divisive of Porsches – the 924. Well, divisive until the Cayenne came along, I suppose.

As you will see in the back of this issue, my 944 is back on the road. The above plan was to get it back on the road and head to Stuttgart for a day with Transaxle pervs from around Europe, and then a media event at the Museum the following day, when we would get the opportunity to drive a selection of the Museum's front-engined repertoire. Well, we almost made it, but as the clock counted down I knew that short of Porsche delaying the whole bash just for us, it wasn't quite going to happen. We would still be going, but a plane was a more likely form of conveyance, but we weren't going to give up just yet. After all, the Tunnel crossing had been booked and so what if it was Thursday, and we were supposed to be crossing on Saturday morning.

We needed a kindred spirit, someone who recognised the significance of the event and someone who might lend us

a suitable car. A pretty tall order, really, with two days to go, but if you don't ask, you don't get to go to the ball. So I asked Robin McKenzie at Auto Umbau. Why? Well, Robin is a fan of the front-engined cars and has a few himself, but like mine at the time, largely in bits. But you just never know... Robin did the decent thing, ummed, ahed and mulled the unlikely question over, before admitting defeat. "Sorry, Steve, no can do, and then, just before going back to more important workshop related matters, a dawning realisation, which went something like this: "Hold on, hold, I can't see the wood for the trees. In our other unit, there's a 928 GTS. It's in for sale. You can take that." I nearly dropped the phone. We were saved, we were going to the gig. No messing around with lesser examples of the Transaxle ouvre. No, we were going

vanquish the old 911, a car that Porsche, you got the feeling, was starting to get slightly embarrassed about, what with its dated air-cooled engine and still lingering whiff of the Beetle. The 928 was 'now', the 911 was 'then.' Wrong in hindsight, but in the early '70s at the genesis of the 928 project, it's easy to see how the prevailing mood would swing in project 928's favour. And it almost happened. For 19-years Porsche produced a parallel range of front-engined sports cars. The 924 and the 944 sold in huge numbers and propped the company up in lean times, while the 911-replacing 928 was in production from 1977 to 1995, no mean feat in itself. They were the antithesis of the 911. Refined, modern, devoid of the 911's rear-end bite and, by any measure of objectivity, better cars, as many road tests of the time would

“ The 928 was the car that would vanquish the old 911 ”

to Stuttgart in the Daddy of all front-engined Porsches – a 928 GTS, last of the line, the ultimate iteration of the concept and the ultimate GT car of its era. There is a God after all, and his name is Robin. Who knew?

If ever a car was born for this journey, this homage to its ancestry, the 928 – this 928 no less – was it. Sure, the 924 came first, but champion it as we do, it was still the bastard child of a business deal between VW and Porsche and a means to an end. The 928, though, was Porsche's brave new world and the car that would

grudgingly admit. And yet... And yet there was that bit of magic missing, or was there? We've got a long journey in which to find out, a museum full of Transaxle exhibits to view, plus cars to drive.

The 928 GTS is sitting on my drive ready for the off, and it's fitting that photographer, Antony Fraser, has chosen to turn up in his 911SC, the very car that the 928 was supposed to supplant. True, it would have been even more fitting if our 928 was an earlier S4 example and therefore a contemporary of the 911SC, but even so, faced with a 600-mile journey to Stuttgart in



The 928 picked up a multitude of styling tweaks over the years having lived alongside four different generations of 911. When it took its bow in 1995 its 911 contemporary was the 993. The rear reflector is clearly a nod to the 993 C4S

either, I know which one I would choose. Equally, faced with a blast on some of my fave back roads and the 928 wouldn't get a look in. Horses, courses etc.

The big-banger V8 swallows our luggage and we slide into the large and sumptuous leather seats, No 911 style shoulder rubbing here. We're separated by a mighty transmission tunnel, inside which the torque tube runs to the rear-mounted transaxle and a concept shared by all the Transaxle era cars. That is to say the benefits of 50/50 weight distribution enabled by the engine residing at the front and gearbox/differential at the rear. It's what makes the Transaxle cars tick, a sympathetic polar moment of inertia, rather like a twin-headed broom.

Ready to rumble, well, the 928 is anyway. But before we set off, let's not forget, the 928 in its many guises was the factory race driver's '80s Porsche company car of choice. Derek Bell and Hans Stuck both commuted between GpC races in 928s, but then if you'd spent several hours wrestling a 956 around the Nürburgring, with Stefan Bellof up your chuff, then something a bit more soothing for the drive home would be appreciated. No, a race driver's wheels of choice is no arbiter. They get their kicks on the track and have no need to replicate them on the road.

About the only thing that would make our 928 adventure more exciting would be a

manual gearbox, but then the vast majority came with autos, so that is clearly what the Autobahn stormers of the era wanted, and lest not forget, it's always been the preferred option of modern Porsche ownership, but then I wouldn't be true to my motor-scribbler roots if I didn't crave manual control, if only to truly appreciate the muscle of the 5.4-litre, 350bhp V8 under the bonnet. Fraser is rather more sanguine about the GTS's lack of interaction, happy to leave his left leg out of the equation.

You might be sensing that I'm rather

1995, in a sort of make do and mend kind of way. It was probably never expected to last for so long. Never drive your heroes, as we've said many times before. Whatever, if we don't, we won't actually get there, so I'll stop contemplating my navel and get on with it, shall I?

And so it begins. The V8 woofles into life, 'Drive' is selected and the 928 takes off. It's a slow-burner. It feels inert at first, with seriously damped steering and passive, neutral handling. It feels big, even though by modern standards it isn't, but that's as

“ Bell and Stuck both commuted between GpC races in 928s ”

Porsche invited them and they certainly came. Front-engined cars from all over Europe descended on the Museum, including some oddities like the famous widened Mk1 Golf with full 928 running gear and interior

delaying getting on the road. We're in, the sat nav is primed, other half is on the doorstep, ready to wave us off on our old school road trip adventure. What are we waiting for? Well, I just don't want to be disappointed, I guess. There is a weight of expectation on the 928, which probably isn't fair viewed from a 2016 perspective. It is a car that started its development curve in 1971, was launched in 1977 and then constantly updated and added to right up to

much to do with the extraordinarily long bonnet. It certainly isn't agile though, well, not in a 911-esque sort of way at least. Straight away, then, you wonder how Porsche could ever see it replacing the rear-engined icon, and we're not even at the main road yet.

But then the journey and roads start to come to the 928. A roads give way to dual carriageways and motorways. We arrive at the Tunnel and our FlexiPlus crossing



PORSCHE MUSEUM

choice allows us to bypass the queues, drop into the FlexiPlus lounge for provisions and newspapers and then pop out once again at the head of the queue for the train. All this seems rather more fitting in a 928. And then into France and the sense that the GTS is starting to feel at home, or going home even. Blighty's blighted road surfaces hadn't really suited the 928, it must be said, but now the big (for 1995) 17in wheels and uncompromising suspension are cosseted and complemented by the Tarmac perfection of France's

came to rely on the money generated by the wider model range. Rather like today's Porsche sports car range being reliant on the cash cow that is the Cayenne, Macan and Panamera.

France gives way to Germany and the 928 GTS ambles on. We've got the cruise control set at 85mph and the air con is gamely trying to negate an ambient outside temperature that is now in the high 20s. I'm rather glad I'm not in my 944 now. And talking of 20s, the 928 is consuming fuel within that sort of window, although admittedly not the high

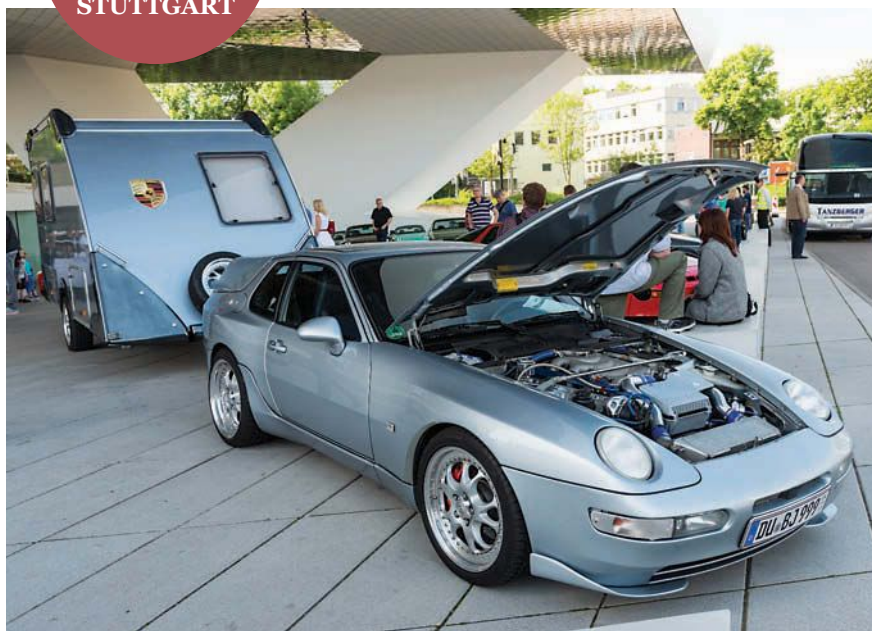
“ Crossing continents is what the 928 was made for in true GT style ”

autoroutes. This is what the 928 was made for. Crossing continents in true GT style, not trying to take on the 911. Once you get that out of the way it's far easier to appreciate the 928 for what it is and was, and rejoice that Porsche saw fit to carry on with both the 911 and 928, plus the other front-engined cars, in parallel. Without these cars, Porsche would have never prospered and would forever have been a niche manufacturer of slightly quirky sports cars. Or not as the case may be, as the 911 would never have stood financially on its own two feet and

20s but more the lower reaches, or 21mpg to be precise. That's frankly not as fuel guzzlingly onerous as we were expecting and probably on a par with a modern Panamera Turbo S. A whopping great fuel tank means that we can make Stuttgart with one stop.

Our long journey allows for much 928 debate. Snapper Fraser can tell that I'm not that enamoured, but I'm struggling to get my head round why this might be. This is, after all, the ultimate 928. I think, perhaps, it's trying too hard. The 928 was never an out and out sports car, but





Mad 968, with turbo conversion, boxed out rear hatch and matching coloured caravan. Why, of course!

periodically, Porsche tried to make it one, hence the 928 GT and even 928 Club Sport. The GTS too is in the same mould. It's lower, wider, stiffer and plain faster, but at the expense of ride comfort and road noise, albeit not so much on decent roads. But my biggest beef, though, and the one that renders all the above pretty much redundant, is the auto 'box. It's not that it's bad, as such. It's no better or worse than any other auto 'box of its type and generation. It hobbles the car dynamically and makes you appreciate, more than anything, just how much better auto 'boxes have become. I said I wasn't going to moan about it, but sorry, that wonderful 32-valve, 5.4-litre, 350bhp V8 is being held back. A manual, you feel, would transform the car and make the most of its sporting pretensions. I then spend much of the run in to Stuttgart wondering whether it would be possible to transplant a modern Porsche transaxle in the rear of a 928.

Ah, Stuttgart. Yes, we've arrived in Germany's own Motor City and head straight for the Museum for a bit of snappery. It's a warm, sultry evening and we've got the exterior to ourselves, plus the impressive Gerry Judah sculpture launching itself from the roundabout opposite. Later in our downtown hotel the late night atmosphere is punctuated by the synthesised exhausts of snarling Audis, Mercedes and, of course, Porsches. Each up and down change assisted by an

automatic blip of the throttle as they stop or floor it away from the lights.

And so the next morning we head back to the Museum for the official Transaxle celebrations. And guess what? We are the only crew from the UK. No, can't quite believe it either. Where were you all? Where were the clubs, the 924s, 944s, 928s, 968s? Well, we'll try not to lay it on too thick, but you really missed out as front-engined enthusiasts from all over Europe converged. Maybe it was Brexit early? Our Euro friends were quick to spot the UK

depreciation and complexity. If you have a good example of each these days, then you have something quite rare.

In honour of such a turnout from the Transaxle crew, the Museum had opened its doors for free so that the official Porsche Transaxle 40 year exhibition could be enjoyed by all. It was certainly worth the trip and Porsche had gone the extra mile to restore and bring cars out of storage including some real oddities. A picture and a good caption paints a thousand words, as they say, but it's hard not to be struck by

“ We are the only crew from the UK. No, we can't believe it either ”

The 924 was perhaps the least represented car on the day, which perhaps says something about the attrition rate of the first of the Transaxle cars. Middle: More modified madness

plates and much enthusiastic back-slapping and hand shaking ensued and made us feel very much part of the event, which was blessed by a scorching day. Naturally there was every type of Transaxle car that you could shake a stick at, although it was the 944 posse that made it stick with big numbers. Why? Possibly because the 944 is in the middle ground of affordability and desirability. Many 924s have bitten the dust and rotted away, their value at odds with restoration potential, while the 928 has suffered a similar fate, a victim of its own

the modernity of Porsche's vision for what it considered the future. The early production 924 in vivid green brings home what a crisp, fresh design it was at the time. And remember, this is when BL were still knocking out rubber bumpered MGs. And for all the moaning about the engine being from a VW van (no one moaned that a Capri's Pinto or V6 Essex engine could be found in a Transit), it features a Porsche designed cylinder head and Bosch fuel injection, which 99.9% of cars in the mid '70s didn't.





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We were rather captivated with this. Have a good look because it is truly mad. It is a rear-engined 944, with drive going to the front wheels making it, of course, 4-wheel drive. Engine is mounted flat and is a 105bhp VW unit. Why? Nobody seems quite sure

Early 924 in a suitably '70s colour. Viewed now its styling is clean, crisp and clearly ahead of its time. Racing 924 GTR looks super-tough with big arches, air-scoop and those amazing wheels

Typically, Porsche is very honest about the 924, happy to admit that it was viewed in Europe as a 'housewife's' car, but it was embraced in America, where they couldn't sell enough. The European market came round helped by a race programme that saw the 924 in GTR and GTP form entered at Le Mans. Two tougher looking Porsche race cars it is hard to imagine and the resulting 924 Carrera GT and GTS road car homologation specials are coveted today in the same way that a 911 RS is.

And, of course, the 924 morphed into the 944 and finally the 968, both with the apparent legitimacy of 'proper' Porsche engines. Whatever, Porsche took what it had and made the best of it, which sounds like damning with faint praise, but really it's not. Let's not forget that the 944 received nothing less than rapturous reviews and in Turbo form took on the 911 and beat it in every conceivable way bar that last 5%, that

involves emotion over matter of fact objectivity. But for many folk, the 944 was a Porsche that they could get on with and so they voted with their wallets and couldn't buy enough, again leaving the 911 to the hardcore, and so furthering its mystique.

The 968 stretched the 924 concept to breaking point. Not because it was a bad car, but more because it was an evolution too far, which, despite Porsche's claims, was in reality a re-clothed 944 that cost too much to develop and demanded an accordingly high price, one that not enough people were prepared to pay. Of course it's now a cult classic, particularly in Club Sport spec, which is famed for its handling genius. Remember, though, underneath it's a 924 at heart, which proves how right the Transaxle concept is.

Curio of the exhibition? A 944 on its side so as to display its rather strange drivetrain. We had to do a double take but clearly it had a rear mounted, in-line four cylinder engine

mounted flat, driving both the rear wheels and front wheels via a propshaft. So yes, a rear-engined, four-wheel drive 944. But why? Apparently the whole project was at the behest of Helmut Bott. The engine was a 1600cc VW unit with just 105bhp, developed as an underfloor engine for a project commissioned by VW. The car was tested in Algeria in 1982, but the project was cancelled to free up resources for the 959 Group B study. Clearly, though, this was the genesis of Porsche's all-wheel drive ambitions.

With the Museum again on the agenda the following day, we decided to take the 928 GTS out of Stuttgart and into the hills surrounding the Weissach Development Centre, a nod to the 928's Weissach passive steering rear axle. Taking what limited control I could over the GTS's auto 'box, I stick it in third and gave it a bit more of a workout. Now, perhaps, it was making some sense.





True, the road surface was typically smooth, but the sweeping bends and cambers – the same roads that the 928 was conceived on – give the GTS its first proper challenge on a trip that has so far consisted of motorway, autoroute and Autobahn. And it's good in all the ways that you would expect from its balanced, low-slung layout, the antithesis of the 911's rear end guard. It's friendly, benign even. Yes, you can feel the rear end, passive steer helping with the direction changes and the V8 finally feels like it's delivering on its promise free from the slurring machinations of auto mode.

We return to the Museum the following day for Porsche's media event. It's fitting to arrive in the 928, when others have flown in. We're specifically here to drive some of the cars that Porsche assembled and for that you will have to read the accompanying sidebar (overleaf). For now, though, with the Museum closed to the wider public, we are free to explore the exhibits again and meet some of the engineers that actually worked on the Transaxle cars and Jurgen Barth who,

of course, drove the 924 GTP at Le Mans and favoured a 928 as a company runabout recalling how his 928S would make the journey from Paris to Weissach in an easy 3.5 hours.

Could the 928 ever have made it as a race car? Well, yes, because it did and with some success in the German VLN series with three victories in the 1983 series, using a largely standard 928S stripped and lighter by 100kg and with race suspension and a roll cage and endurance fuel tank. The same car finished 15th in the Daytona 24-hours in 1984 driven by a quartet that included Vic Elford and Richard Attwood. The 'what might have been' scenario was the European Touring Car Championship. Image the 928 battling it out with the Jaguar XJSs, BMW M635s and Rover SD1s. Now that would have been something to behold, but the resources just weren't available.

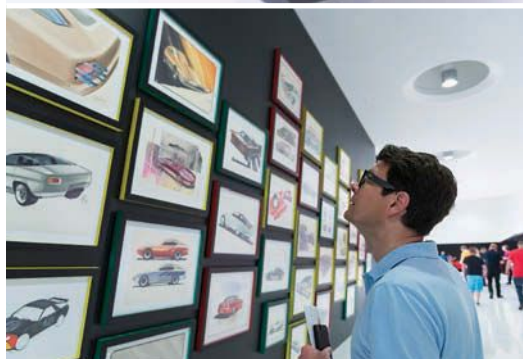
Something else that is telling, and from the horse's mouth, as engineers admitted that the 928 never worked its way into their psyche in the same way that the 911 did.

And I guess that's part of the problem for anything built by Porsche that isn't a 911 and why the 911 still exists after 53-years and the 928 doesn't. Its time was then. The 928 and the other Transaxle cars were the support act, just as the Cayenne, Macan and Panamera are today. But there is no shame in that. The 911 is an enigma born of a set of circumstances that could never be replicated. The Transaxle cars were right for the time.

We point the GTS for home out of Stuttgart in the early evening rush hour traffic. True, I haven't fallen for the 928 in quite the way that I thought I would, but that's not to say that I haven't enjoyed the experience. It's been an epic trip and the sort of journey that so few old cars do these days. This particular 928 has done very few miles in recent years and it feels much revived. For the trip back we decide to up the ante a little and cruise at 100mph, with a brief burst to 135mph on a stretch of unrestricted Autobahn. It's what Derek, Hans and Jürgen would have done! **PW**

Above left: One that never made it. Roadster styling for the 968 seems almost TVR-like in its styling and colour. Would make sense given the popularity of the Tuscan at the time

Below: Bennett examines the Transaxle concept laid bare. Another what might have been – a roadster 928 styling exercise. Styling sketches are a fascinating insight into some of the more wayout concepts considered. Record breaking 944S travelled 384,405kms in 258 days





TIME TRAVELLING

Museum exhibits that can be driven! Porsche bravely lined up a selection of front-engined machines to be sampled. It would have been rude not to...

Not surprisingly, there is a bit of a scrum for this opportunity of opportunities, so we choose carefully the cars that we want to drive. There is a dash for the early 928S, with manual box, so I head for the 944 Turbo first, because aside from the 968, it's the ultimate development of the 924 project and the 911's enemy from within. Plus, I am a 944 man through and through having owned about ten myself, so this would be a one and only opportunity to experience a factory fresh 944. It could, on that basis, be quite demoralising. Not because it was likely to be rubbish, but because my own 944 would never live up to this 'as new' example.

Actually, it's not that far removed. There is a reassuring rattle from one of the doors that will be familiar to most 944 owners, and I was almost gratified that the expansive rear hatch creaks a little, another 944 foible that is hard to eliminate. Other than that, the 944 Turbo feels, well, soft. Like so many cars of the era, it lacks the scalpel like precision of modern machinery, which in itself is a double-edged sword. The suspension is compliant and the 16in wheels and tyres take the sting out of the rougher roads around Stuttgart. It rolls far more than a modern Porsche would and the steering, like the 928's, is heavily damped, requiring a surprising amount of effort away from its natural trajectory, which is to say straight ahead.

The gearchange is typical 944 in a twangy, rubbery sort of way. First to second is slow but, beyond that, the lever flicks across the gate as if pulled by a rubber band. This is a late 250bhp version and it feels as if it's all there. Compared to many cars of its time, turbo lag is minimal. Compared to today's turbo machines, it is ever present. Boost, though, is well graduated, building strongly and smoothly and the 944 more than holds its own in the cut and thrust of the Autobahn. Above all it still feels

modern in a way that, say, a 911 Carrera 3.2 absolutely does not, but then as now it lacks the 911's raw pace and guttural soundtrack. Was ever thus.

And so to the 928S. This is going to be interesting; a showdown effectively between our last of the line 1995 GTS and this very early second generation car. It's 300bhp v 350bhp; 4.6-litres v 5.4-litres, 1450kg v 1620kg. It looks very much the car of the future and also strangely old fashioned compared to the pumped up GTS, riding high on its 16in Teledial wheels and free of any sort of aero appendages. And it's manual! At last full V8 control.

What's it like? Fabulous. The 'box is a classic dog-leg with first back, second forwards and...well, you get the drift. It's a bit of a chunky shift, with a long throw, but it's satisfyingly mechanical. The engine is orchestrated by a long-travel, floor mounted throttle and coordinating the clutch, gearbox and throttle requires firm, deliberate and well timed movements. In other words, do not rush. Not that you need to because the engine has plenty of torque to fill the gaps, and besides, you don't need to be galloping through the gears anyway. On the move and third, fourth and fifth are your ratios of choice and the 16-valve heads are not given to revving out.

Where the GTS feels heavily strapped down, the S feels rather lighter on its rubber. It's not so damped so moves around more. It's more engaging, more alive and can be powered out of corners on the throttle with a twist from the rear end. Very satisfying and a very different take on the 928 concept. Maybe, just maybe, it could have taken the 911's crown in this guise, before it went all Elvis with the later S4.

We finish with a rather exciting blast in a 924 Carrera GT, a car that makes the 911 of the day seem pretty civilised. It's one of my favourite Transaxle cars and I've never driven one. An event to be savoured, then.

This is homologated hardcore. It buzzes and fizzles with sheer get up and go. The steering wriggles, the suspension bangs and crashes and the engine is lacking in any sort of refinement. But that's not the point. Response, when the turbo spins up, is vivid. It's a far cry from the smooth and civilised 944 Turbo despite being so closely related. A car very much for the thrill of the drive, but not for the long run. Got to love those arches and that bonnet scoop, though.

Above left: Porsche's car of the future.

'Our' 928 GTS poses alongside the Porsche Museum's own 928S. Above: Bennett at the wheel of the Museum car, with manual transmission

They're both fabulous. The 928S on its skinny wheels and tyres and softer suspension is clearly squatting through the bends as it puts the power down. The 924 Carrera GT fizzles and buzzes with turbo excitement

THANKS

Auto Umbau for entrusting us with such an amazing machine. The 928 GTS is currently for sale with them. classicporscherepairs.co.uk 01525 861182



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Jet Black, 2011/11, 59500 miles, Black Leather, PCM - Sat Nav with Bluetooth Phone Prep, 18" Cayenne Alloys with Porsche Crests, Heated Seats Front and Rear, Park Distance Control Front and Rear. **£27,900**



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Carbon Grey, 2010/59, Automatic, 61,095 miles, 394bhp, Black Leather, PCM 3 Touchscreen Sat Nav, Sport Chrono Pack Plus, Electric Memory Seats, Powered Rear Side Sunblinds, 20" RS Spyder Design Alloys with Porsche Crests. **£33,900**



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Words: Johnny Tipler Photography: Antony Fraser





Blue car is obviously IROC inspired, while green machine is an homage to the 911 RSR. Both feature 3.0-litre twin-spark RSR engines which, as the name suggests, is the bedrock of TwinSpark Racing's business

I grab fifth on the long start-finish straight and the car jinks right toward the pit wall as the diff momentarily takes charge; in a matter of seconds I'm braking hard for the banked Tarzan hairpin, a perfect constant radius corner that launches me and the 3.0 Carrera RSR back into the twists that lead onto the elevated sections of Zandvoort's amazing race circuit. This is bliss - and I repeat the whole lap about 20 times, partly for the benefit of our lensman, and also because TwinSpark Racing have blocked out the whole morning session for our photoshoot, and we have the entire breath-taking track to ourselves.

There's more: I could be doing this again on a more serious basis. Back in the pits, the car's owner and partner in the TwinSpark business, Lex Proper, declares, 'Do you want to do a race with me?' Like, a support race at the Dutch Historic Grand Prix meeting that's scheduled for 2nd, 3rd, 4th September 2016, where I'm second driver, taking over at half time. I mean, he wouldn't have said that if I hadn't been doing something right, would he? Mind you, no one had the stopwatches out, so we don't really know if I was anything like competitive. In any case, it takes a dozen laps to suss the corners and what gear and what revs suit each one; they're all subtly different, some more so than others. But I'll come back to that. First, let's shed some light on our trip to TwinSpark Racing.

Antony and I sailed overnight to the Hook of Holland aboard the Stena Hollandica, more ocean-going palatial cruise liner than cross-channel ferry - don't worry, I gave him a wide berth - and arrived in suburban Oegstgeest between Den Haag and Amsterdam. The setting is bourgeois Hollandaise rather than industrial, though TwinSpark's two-storey cream showroom block and redbrick garage are purposeful enough. In the showroom is a quartet of hot 911s, three of which are

obviously prepped for competition. I recognise the yellow and green ones from covering the 2012 Dutch Historic Grand Prix. The roller doors at either end of the showroom feature magnificent full-length images of 917s at Laguna Seca and a 2.8 RSR, and things like that tell you a lot about how committed they are. Their characteristic orange arrowhead logo references an Alpine pass. We're greeted by the partners Lex Proper, Leonard Stolk and Managing director Leon van Ommen, who give us a presentation in the adjacent sitting room. The premises was opened in April 2015, including showroom, offices, assembly workshop and engine shop. 'We always use the 3.0-litre twin-spark RSR engine for racing,' says Lex, 'hence the name of the company. We got started in 2009 because we could never get consistent quality from suppliers, that was the problem, sometimes the specialist firms we dealt with would do a good job and then a poor job. So we focus on gearbox restorations, and one of our specialities is placing a newly machined steel insert in the main casing in the final drive - because the aluminium has worn away - to make sure the bearings fit accurately.

We are building engines too, and one of our specialities is transforming a 3.0 SC into an RSR engine, and we have all the parts and the machine tools to do the conversion.

'We take out all plugs and oil pipes, we sand-blast the channels and blow out all dirt that's accumulated on the inside, and we always take pictures for clients so they're aware of that, because a lot of engines blow up because of dirt. We always renew all the piping just to be sure there's no dirt, because the engines and transmissions are so expensive.

When someone wants to do this modification he sends the gearbox to us and we disassemble everything, we clean, we do all kinds of measurements on the gearbox and all the internal parts. We install the steel WEVO inserts in the main cases where the original aluminium alloy is damaged, and the final drive, the bearings and RSR oil cooling system with a pump on the end of the gearbox. We've done gearboxes for Gantspeed and Dansport and several racing teams earlier this year; they sent the housings to us and it took three to four weeks to complete the job.'

Their own backdated racecars are matched by high-profile roadgoing retro 911s as well: 'we are also Singer's Benelux Partners, and we recently sold one to the first Dutch customer. The 964 donor car will go to America by the end of February, then he will drive it from New York to Los Angeles himself with his wife, then around ten months later

BRIGHT SPARKS

Twin plug systems were used in many flat-six Porsche race engines, ranging from 917, 906, 904/6, 911 R, 911 2.5 S/T, RSR 2.8 and 3.0, 914/6, and 935. Specialists recommend installing a twin-plug ignition system if the compression ratio is higher than 10:1. Flat-six engines need a high domed piston to attain this high compression ratio, and the combustion chamber will then almost be split in two, so it will take some time for the ignition flame front to spread across the combustion chamber. Therefore a high performance engine needs the second plug to improve the ignition and increase power, but some historic race regulations won't allow a modern contact-less ignition system or a 964 dual distributor. Contact points direct the ignition flame to both sides of the dome. The difference between twin plug and single plug performance on the same engine was an increase of 29Nm torque and 31bhp at 5,000rpm, which is good for a 3.0-litre engine running 40mm Webers, so 300bhp at 7,500rpm is realistic.



TwinSpark Racing specialise in the 901 and 915 gearboxes, with their own strengthening mods and inserts



when the project is finished he will pick up his by Singer re-imagined Porsche, drive the same way back to New York, then fly it back here, and we will arrange a welcome home party.'

Our tour of the TwinSpark showroom and workshops moves into the engine shop where several flat-six units occupy stands and their related internals are neatly laid out on adjacent shelves. 'We build the Twin Spark engines here,' says Lex. 'We do exactly the same measuring and we drill these new inserts in. Racing teams and garages bring engines and gearboxes to us for rebuilds and we install the steel WEVO inserts to restore ports and apertures. We are the only people in Europe who can do this kind of modification for the 915 gearboxes, and on the 901 gearbox we are the only firm in the world.'

We remove the worn port and insert our own WEVO steel replacement port. It goes into the oven at 250 degrees Celsius then we put this in, then we grind it flat because it's always a little bit humped, and then we measure exactly, it must be pressed in because otherwise you've got play there. When we rebuild gearboxes we always take out the bearings and measure because nine out of ten are out of specs, it's crazy! In fact, the finished article is better than new, because it's strong, and it relieves the pressure on the crown wheel and pinion, because there is so much power going through it; it's simple

and it works.'

There's a fair turnaround time, and the customer is always given a comprehensive estimate ahead of the job so they don't have to commit. 'In January this year we had a batch of four gearboxes, and for this month we have a batch of three going through. This is really a very new enterprise and we are not in competition with other Porsche specialists because we are helping them to restore their customers' cars, and we do only 901 and 915 transmissions, and not G50s, because they are the correct period gearboxes and they

pinion. Before we start the machining and revision work, we always prepare a complete report with all measurements, scores for each internal part and our advice for the best possible revision. After a consultation with the client, we start the work, and there won't be any surprises during the project, and the client is up to date from the start.'

TwinSpark welcome customer involvement too: 'As well as our amazing racing and rally 911s that are all FIA approved, we have also created several one-off road-going hotrod projects for our clients. Embarking on a

“ We do only period 901 and 915 transmissions, and not G50s ”

always have the same problems.' Work time is around three weeks, including disassembling, checking, measuring and performing the modification and sending it back. 'We do one batch each month, and then it's three weeks' work, depending on the condition of the gears, and we won't know that until we've dismantled it. Besides the exclusive inserts that we machine in the gearbox housing, we also supply custom ratios for all gears and the crown-wheel and

project with TwinSpark Racing immediately involves the client in every part of the process, every step of the way. We enjoy working with clients on projects, creating a great car or powertrain, and we operate an open-door policy where clients can drop by at any time. We love an engineering challenge with anything 911-related.'

A couple of 911s occupy hoists in the central workshop; one is The Hulk and the other is an ST copy, being created from an

Below: Twin Spark Racing's Lex Proper enquires as to Tipler's insurance status





Electrical Parts

Distributor Cap

Model Application: 911 SC 3.0Ltr + 911 TURBO MODELS 75-89

Brand: Bosch Part No: 404 33 0070 £20.49

Distributor Cap

Model Application: 964 / 993 Non Turbo models

Brand: Bosch Part No: 404 33 0040 £64.99

Rotor

Model Application: 911 SC 3.0Ltr + 911 Turbo models 75-89

Brand: Bosch Part No: 405 33 0040 £39.99

Rotor

Model Application: 964 / 993 Non Turbo models

Brand: Bosch Part No: 405 33 0130 £22.49

Ignition Lead Set Complete

Model Application: 911 SC 3.0Ltr + 911 Turbo models 75-89

Brand: Beru Part No: 409 33 0010 £269.99

Ignition Lead Set Complete

Model Application: 993 Non Turbo models

Brand: Beru Part No: 409 33 0140 £364.99

Ignition Lead Set Complete

Model Application: 964 C2 / C4 Non Turbo models

Brand: Beru Part No: 409 33 0100 £444.99

Ignition Coil - 6 Per Car

Model Application: 986 up to 2002 / 996 up to 2001

Brand: Beru Part No: 413 33 0080 £36.49

Ignition Coil - 6 Per Car

Model Application: 986 from 2003 / 996 from 2002 / 987 / 987C / 997 / GT3

Brand: Beru Part No: 413 33 0110 £35.49

DME Fuel Pump Relay

Model Application: 944 / 964 / 993

Brand: OE Quality Part No: 450 33 0050 £29.49

DME Fuel Pump Relay

Model Application: 911 1984 - 89

Brand: OE Quality Part No: 450 33 0390 £28.49

Reverse Light Switch

Model Application: 996

Brand: FAE Part No: 465 33 0020 £11.99

Oil Level Sender

Model Application: 987-2 / 997-2 / Various Cayenne

9PA1 07-10 Brand: Hella Part No: 468 33 2010 £72.99

Oil Level Sender

Model Application: 987-2 / 997-2 / Various Cayenne

9PA 03-06 Brand: Hella Part No: 468 33 2020 £83.99

Number Plate Light

Model Application: 911 74-89, 911 Impact Bumper Style and 964 RS

Brand: ULO Part No: 482 33 0010 £14.99

Number Plate Light

Model Application: Various European 964 / 993 / 968 / 986 / 996

Brand: OE Quality Part No: 482 33 0030 £17.99

Horn High Pitched

Model Application: 986 / 996

Brand: OEM Part No: 442 33 0140 £20.49

Horn Low Pitched

Model Application: 986 / 996

Brand: OEM Part No: 442 33 0130 £20.49



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SC. 'This is going to be an Hot Rod for the road,' says Leon. 'He's going to be driving the BergMeister Tour with it. We started the project last summer and it will be finished by the end of April. The square-weave carpet is a little more luxurious than normal, and with the customized Tartan in the back and front seats, the car has a uniquely personalised look; there's no cage going in, it's just for street, with his kids in the back seats. The engine is getting a bit more power than standard, around 250bhp, and that's it, still fast and just for fun driving. I have the front bumpers upstairs in the showroom and the engine is in the engine shop. Because we added RSR flares to the car he will have the RSR wheels with custom offsets. We have a paint shop locally who do the bodywork. We rebuild the engine and gearbox right here, and that's easy to plan because it is

standard stuff, just repeating the other work we are doing. But there are many factors that can delay everything. It has to go through the paint shop and, the carpet guy, and all that makes it difficult to promise when it will be finished.

Historic GP in 2012, when they were racing a pair of 3.0 RSRs – the Viper Green Hulk and the yellow Woodstock, both class winners in different races. They set up TwinSpark Racing because they were dissatisfied with the service they got from

“ We test everything we make and sell in historic motorsport ”

On track, TwinSpark Racing's main claim to fame is winning the Dutch Championship for FIA 1966-1981 GT/TC Class cars in 2011 and 2014 in their '74 Carrera 3.0 RSR. I first came across Lex and his business partner Leonard Stolk when I covered the first Dutch

other firms. Leon Von Ommen gives me the lowdown: 'We sell high quality performance parts for classic Porsches to European enthusiasts and specialists through our TwinSpark Garagiste Gruppe, and we also offer up to 15-percent discount on our





TwinSpark Racing's impressive facilities are more like a gallery than a showroom. Workshop is near F1 in terms of fit, finish and cleanliness

products, which are suitable for road-going and track racers. We test everything we make and sell in historic racing, so you can be sure that our parts are reliable. Our 3.0 RSRs won the 2011 and 2014 Dutch Historic GT Championship - that's how good our equipment is.' TwinSpark Racing is the exclusive European distributor for a number of specialised Porsche component suppliers, including WEVO transmission cooling equipment and Mark Bates' EB Motorsport lightweight panels and their bespoke Porsche slide and high-butterfly throttles, as well as stocking Zuffenhaus 911 RSR and 917 brake calipers and their handmade bespoke leather steering wheels, boss kits and horn buttons - 'ready for overnight delivery,' says Leon. 'We also supply our own fuel injection throttle bodies and MFI pumps to road, race and rallying Porsche enthusiasts all over the world. We match our pricing as closely as possible to those quoted elsewhere in the world, and we can deliver in days in the EU without the delays associated with imports from overseas. We're also cheaper than US suppliers, though we are the Benelux partner for Singer Vehicle Design and we hold the configurator and samples to give prospective buyers a view of the options available.' They also offer a range of Fuchs wheels for racing applications: 'After years of scouting and testing, we've finally launched a wheel range that covers factory standard offsets, plus custom offsets for anyone hot-rodding later cars into early body styles, or building race

cars with FIA set ups. We've limited the width to 12J as we consider this the maximum for a 15in, 17in and 18in wheel and 11J for the 16in wheels.'

As you'll have noticed, their 911 race- and rally cars have pet names: "Silverado" is spec'd as an ST with big Minilite rear wheels and is set to do the BergMeister Tour, covering 4,500km in eight days via Switzerland, Italy and Monaco. It's also rallied in the Arctic in the hands of Gijs van Lennep. The Viper Green 3.0 RSR that won the NK GT & TC championship is "The Hulk", and "Woodstock", the yellow 3.0 RSR started out as a 1973 S and is modelled on a '73 2.8 RSR. That will not only drive the Dutch Historic GT/Touring Car Championship, but will also compete in the BergMeister Tour. 'In 2012, Lex was driving the yellow one - Woodstock - and Leonard was driving The Hulk, but the yellow one was not fast enough so we decided to buy the blue one and modify

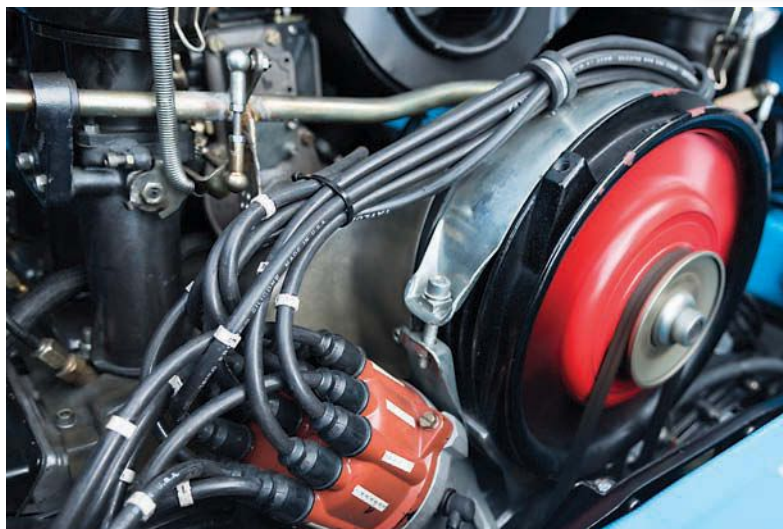
it how Lex wants it, so we have two good cars for competition. We get a little bit more than 300bhp, which, in the early days of the original RSR was almost the same. The yellow 2.8 RSR lookalike was one of our original racing cars, but because it's not fast enough on the track we decided to make it more street car so there's new carpet coming in, we modified the dashboard then it's more for daily use for the weekends, plus the BergMeister tours.'

They've booked Zandvoort Circuit especially for us, which happens to include a presentation in the media centre about the forthcoming Dutch Historic Grand Prix from my friend Roman Caresani who races a Duel 2.0 911 and 904 in the Spa Six Hours. Antony and I follow the trailed 3.0 Carrera RSR the 10 miles or so to the circuit, my 996 getting tortured as it grinds over the gargantuan speed humps they specialise in around here. Track and paddock are deserted, and the

Left: TwinSpark Racing have booked the Zandvoort circuit for the morning exclusively. Below: The 3.0-litre RSR spec motor delivers 300bhp. More than adequate, in other words

SAND BLASTING

Zandvoort Circuit lies in the sand-dunes just to the north of the seaside resort of the same name, literally a stone's throw from the North Sea. The town is a mix of wealthy homes and shabby seaside that's seen better days. The first street race was held in 1939, and the circuit was laid down in 1948, hosting the Dutch Grand Prix from 1950 to 1985 when noise 'pollution' led to its closure. After a financial denouement the track finally reopened in 2001 as the 2.7-mile (4.3km) layout incorporating over half of the original track and complex sections of technical bends. The Dutch Historic Grand Prix, scheduled for 2nd, 3rd, 4th September 2016, includes rounds of the FIA Masters Historic F1 Championship with cars eligible from 1968 to 1985, the Masters Historic Sports Car Championship for prototypes from 1960 to 1975, and the Dutch national NK GT & TC Championship for touring cars and GTs like TwinSpark Racing's 3.0 RSRs from 1966 to 1981.





Driving experiences don't get much more visceral than this

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RSR is offloaded and fired up. Lex talks me through the controls and hands me a helmet, which, like the car, is suitably monogrammed with my name. Attention to detail is impressive! My 3.0 RSR has a nicely machined fly-off handbrake, and the gearshift is quite normal in terms of finding the gears, and as I sit in neutral waiting for the 'go' signal the transmission is rattling away behind me. It's got two dials suspended from the dashboard, one for air-fuel ratio that tells me it's normally around 10.911 at the moment, and there's a plumbed-in fire extinguisher, and we've got an ignition cut-off, obviously. There's a Sparco steering wheel, six-point harness as you'd expect, and a massive welded-in roll cage, and it feels not only fool-proof but rock solid as well.

The RSR is on slicks, so I'm hauling her around the corners, relying on the tyres and the power and the traction to keep me on the racing line. The main difficulty is simply gear selection, being in the right slot for the right corner, and it's quite easy to find myself a couple of gears higher than I need to be, 5th instead of 3rd, say. It responds to a heavy right foot, being grabbed by the scuff of the neck and persuaded that it really does need

to turn into a corner, and once it's taken that instruction on board, around it goes, drifting in a faithful arc as I aim for the apex and hoof it once more towards the next one. That's Zandvoort: an intriguing and bewitching succession of turns that I can really glory in; why, some of them are just as they'd have been in days-of-yore when bygone Porsche heroes like Gurney, Bonnier, Pon and De Beaufort burned runner here in their 718 single-seaters in the F1 GP. The more familiar I become with it, the more I'm throwing it into the corners. Getting it in the appropriate gear for a particular corner is starting to come right, and my pace increases accordingly. It's a very twisty circuit, and although I hit 5th on the long start-finish straight, most of the corners are accomplished in 2nd and 3rd, in particular the really tight hairpins, and the harder I go, the more sense the car makes. I'm seeing mostly between 4- and 6,000rpm, and it's not red-lined, so I'm not quite sure how high I can go with it. I'm seeing 8,000rpm now and again, and keeping it in 2nd between certain corners because there's not quite enough space to go up a gear before I have to come down again, so the best thing is to keep it in 2nd for those particularly tricky corners out at


the back of the circuit.

On a previous visit to Zandvoort I was driven around by Jan Lammers in the 996 GT3 Frasermobile, which was a fantastic eye opener, so I have a fair idea of the way round as well as the racing line. It's almost entirely composed of fabulous, flowing curved sections where each bend more or less flows into another, with scarcely a straight in between them, until I'm pitched back onto the long start-finish straight, which I enter hard on the gas in 3rd and two-thirds the way along I grab 5th, braking hard for the broad, constant-radius, mildly banked Tarzan hairpin, blasting onto the 3rd gear Gerlachbocht curves behind the paddock that lead into the sharp left-hand Hugenholtzbocht hairpin, then steaming uphill to Hunzerug, steadying the car for the right-hand power-on descent into Scheivlak, two of the most technical corners on the track. And round we go again. It's such a wonderful experience driving a proper racecar, and a race-winning car at that. If I am asked back, I need to shape up (no more puddings) – and, meanwhile, renew my race licence too. Dutch courage? Always room for a spot of that, especially in Mickey's Bar at the end of the Zandvoort pit lane! **PW**




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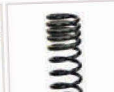










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THE REAL WORLD PORSCHE TOP 10

Never owned a Porsche but thinking of taking the plunge? No need to scour the bargain basement, providing you don't mind digging deeper in the money pit. With that in mind, we've chosen the ten best buys right now, which you could purchase with confidence and not lose money. Will you be hooked? We reckon so

Words: Johnny Tipler

Photography: Brett Fraser



In the spiralling tornado of the classic car bazaar there's a subtle difference between the questions, 'where's a safe place to put your money where it's going to grow?' and, more realistically now, 'where's a safe place just to put your money?'

That's especially true in the economic vortex provoked by the shall-we, shan't-we Remain versus Leave the EU fiasco. It boils down to, 'where can I buy a Porsche, use it and enjoy it, and not lose my money?' To provide you with some pointers in the broad spectrum of Porsches that might appeal, as well as fit within the parameters of your budget, we've assembled an eclectic ten-car posse for your delectation on the forecourt of Essex-based authority Paul Stephens, who specialises in matching car to buyer.

How do they stack up in the grand scheme of things? Some are obvious choices, others a little left-field, but by common consent they're what we believe you could buy with confidence, in the knowledge that they won't be expensive to run, and you won't lose money on them because they've leaped the depreciation hurdle.

So, whisper it softly, you've won the lottery, downsized your home, pension's matured or, more tragically (but more likely), a close relative has died and you've reaped a legacy that's sufficient to indulge yourself in the car you always wanted: and that, of course, will be one with a Porsche badge on it. But which model? You've probably hankered after a particular one for long enough to know what's what.





CARRERA 3.2: THE DEFINITIVE AIR-COOLED CLASSIC

I'd harboured a lifelong aspiration for a 911 but only when my dad died could I afford one, and then it came down to what was affordable, using his Audi A4 as a trade-in, thanks to Adrian Crawford who availed me of a 3.2 Carrera. And there's no better place to start on our Cook's Tour of the Porsche market. Whilst it's fair to say that 3.2s have risen in price dramatically – way out of my reach now – they still represent a great buy for someone with £40K to spend.



CARRERA 3.2

Engine	3.2-litre, air-cooled flat-six
Power	230bhp @ 5900rpm
Torque	194lb ft @ 4800rpm
Transmission	Five-speed manual
Brakes	282.5mm vented discs front, 290mm rear
Tyres	Front: 205/55 VR16 Rear: 225/50 VR16
Economy	29mpg (combined)
Top speed	152mph
0–60 mph	6.1 seconds
Value	£40,000–£60,000

Historically, they represent the bedrock of Porsche manufacturing, produced in a period of stability and employing all the componentry and technical lessons the company had built up over three decades, so they are a strongly built chassis with bulletproof mechanicals. Plenty good enough to still work on an everyday basis, even now. Introduced late in 1983 for the 1984 model year, the 3.2 Carrera replaced the 3.0 SC, inheriting its bodysheet and gaining a number of detail improvements including the longer stroke air-cooled flat-six engine, DME electronics and Bosch Jetronic injection. It was available in Coupé, Targa and Cabriolet format, with Slant-nose, Speedster, Club Sport and Super Sport showing up as intriguing spin-offs. The 3.2 Carrera combines some of the rawness of the classic 911's ride and handling traits with the creature comfort of the '90s air-cooled models, while the Sport seats are supportive and afford a comfortable driving position. It has the traditional torsion bar

valance is the tell-tale feature. It's painted Marine Blue with a matching blue leather interior and Sport style seats, which are indeed comfortable and supportive. It's been retro fitted with a Prototipo steering wheel and a rather annoying aftermarket immobiliser (aren't they all?), but it has a Blaupunkt stereo and sunroof. It also has the post-'87 model's G50 gearbox which is regarded by 3.2 buffs as the Holy Grail, but I reckon a good 915 'box is quite as nice to operate, with a more delicate though less beefy shift. The 3.2 Carrera is an honest car, thoroughly involving to drive, even today, when the youngest is 27-years old. While some folk may balk at the notion of running a car that's three decades old as a daily driver, the reality is that you probably still could with a 3.2 Carrera. Modern traffic conditions mean you have to pick your moments to really enjoy it to the full, but it will respond right on cue to a spot of right-foot pressure and arm twirling on deserted backroads. Paul Stephens sums it up: 'it's a

You can't go too far wrong with a Carrera 3.2, the proviso being that you get a good one, of course. It is the last 911 that can truly trace its roots back to the 1963 original

“ The G50 gearbox is regarded by 3.2 buffs as the Holy Grail ”

suspension rather than the wishbone and coil-over damper set-up introduced with the 964, which is certainly not to its detriment, just perhaps a less refined though more characterful ride. This particular 3.2 Carrera is on sale for £39,995. It's a Sport model with rear wing deleted – the little air-dam running around the bottom of the front

dependable air-cooled Porsche, and not a fortune to buy. Yes, the very best low-mileage collectable cars are out of this conversation, but you can buy something very presentable for £50K, you can even buy something that's quite nice (like this) for £40K, and 3.2s make a bit more, but good SCs have come a long way, too, to close

the gap, but there aren't many of them left. A lot of them were made but not many that are left are any good. So that one's an interesting car, and personally I prefer it to the 3.2 because it has a bit more character. It's the way the engine delivers the power and it's the exhaust note; certainly the 3.2's G50 gearbox is fine but I'm not a big fan of them. The G50 is very dependable but I just find it a bit numb after the earlier 901 and 915 'boxes. The SC still feels quite old but in a dependable way. So if you were interested in pre-'73 cars but lacked the budget to buy one, you could look instead at an early non-Sport SC which has anodised window frames, chrome door handles, chrome window surrounds, small 15in Cookie Cutter wheels and a light interior as part of the standard specification, and they look very classic in their own way.

911SC: STILL THE STARTER AIR-COOLED 911

Anyone who hadn't kept abreast of the market for air-cooled 911s would be astonished to hear us referring to 3.2 Carreras and even SCs costing £50-grand, and acquaintances of mine find it hard to fathom why a 30- or 40-year-old car is worth so much more than a 10- or 20-year old one. It's come to this, and, sure, for many of us, that £50-grand benchmark is a beacon that the air-cooled ship has sailed, but it hasn't for everyone. So why spend that sort of money on a classic Porsche? For that very reason – you're investing (that's still the right word) in a robust piece of Porsche history, which can be used as often as you like, just as long as you're not

expecting the ease of modernity that can be bought for similar money. Looking at the aforementioned SC, to survive almost 40 years without a restoration is quite an amazing feat, though Paul Stephens has scheduled a full glass-out re-paint when it will be offered at getting on for £50,000. 'If you can find one without the usual pile of plod in it, a good, solid SC like this is a car that you can own and run for no money, apart from its running costs. This one's done 62,000 miles from new, and you know you're not going to lose money on that. That's the gist of the whole thing, that all the cars that we're talking about here are ones that you can use regularly and the money you've spent will be safe. We haven't got a pre-'73 car in the mix because you couldn't use that on a regular basis, because that's going to disturb the value of it, and they're also a bit more labour intensive because they don't have the corrosion protection of the more modern cars.' Paul does indeed put his money where his mouth is: 'With an SC, as long as you keep the wheelarches cleaned out, it should keep some corrosion issues at bay. I used mine over Christmas, went up to Scotland in it, and that's the point; pre-'73 stuff can be quite temperamental, and though it will be fine as a toy, the SC is one that you can get into today, turn the key and off you go.

And so I do, to oblige the Brettographer, snapping the cars on his lonely rural corner. The SC is more of a delicate flower than the 3.2, a cross between the classic 'long bonnet' 911s and the mid-period impact-bumper cars that straddled two decades from mid-'70s to mid-'90s; not structurally,



911SC

Engine	3.0-litre, air-cooled flat-six
Power	204bhp @ 5900rpm
Torque	197lb ft @ 4300rpm
Transmission	Five-speed manual
Brakes	282.5mm vented discs front, 290mm rear
Tyres	Front: 205/55 VR16 Rear: 225/50 VR16
Economy	27mpg (combined)
Top speed	146mph
0-60 mph	6.8 seconds
Value	£35,000-£60,000

more driving feel: it goes and steers like an old 911, though it feels more like a classic car than a 3.2, which itself seems more related to a 964, and I think the SC seems more akin to the '60s cars. The steering is pretty light, the gearbox is lovely and precise for a 915 'box, and the switchgear and the steering has a lightness of touch about it which a later air-cooled like a 993 doesn't offer. The precision of this SC is really rather lovely, and although it doesn't have the mechanical refinements ushered in with the 3.2 it's still an honest, reliable example of a classic 911.

The 911SC is still the definitive starter air-cooled 911, even if the 'starting' money has moved up a bit! It's a lively, revvy thing to drive and every inch the real 911 deal





964 C2: THE 911 AIR-COOLED MODERN

And they don't come much more reliable and sorted than a 964. Sure, they have their traits and foibles that have to be kept on top of – having run one for ten years I could fill you in, but how long have you got? Granted, they do leak oil, but just keep an eye on the sender and keep it topped up. It's when there's no sign of weeping that you need to worry. And who needs air con when you can open the window, right? Like its SC and 3.2 ancestors, the relatively short-lived 964 inherited the techy knowhow gleaned



964 C2

Engine	3.6-litre air-cooled flat-six
Power	250bhp @ 6100rpm
Torque	229lb ft @ 4800rpm
Transmission	Five-speed manual/Tiptronic
Brakes	298 ventilated discs front, 299mm rear
Tyres	Front: 205/55ZR16 Rear: 225/50ZR16
Economy	24mpg (combined)
Top speed	161mph
0-60 mph	5.7 seconds
Value	£35,000-£50,000

during 30 years of 911 evolution – acknowledged appropriately enough in the Celebration model of 1993. I've sung the 964's praises many times – the Peppermint Pig did the daily 80-mile school run, no wonder it racked up 360,000 kms, and transported a full drum kit to gigs and rehearsals. It bore mild customising – chiefly expressed in a ducktail engine lid – and had an engine rebuild, and eventually found a new home with Mike van Dingenen, the actual engine builder in Belgium. Ought I to have kept it? Of course I should. They go for between £40- to £50,000 now. Pragmatically, our featured car is Rebecca Stephens' 964 Carrera 2, her daily driver for years until the arrival of one large black Labrador. They know a lot about these cars at PS. Several neglected ones have been transformed into bespoke PS AutoArt cars,

bejewelled icons of the 911 genre. You'll see one of these in the photoshoot, a "Retro Touring", built in 2008 that's done 22,000 miles and priced at £125,000. Until the market woke up, many 964s were exported, though transatlantic trade persists. As Paul says, 'when they were less valuable, slightly off-colour 964s were turned into projects of some sort, whether it was an RS replica or something like that, like an ST, and other people have been using them for straightforward backdates. They were built during a recession so there weren't many sold new, particularly in right-hand drive, so they're quite a rare car, and yet, if they're well maintained they're a good daily driver that you could use on the school run – as you know. So if you've invested in a good one of those, again you're not losing money, it's just maintenance and running costs.'

Porsche did a good job of modernising the 911 with the 964 model, introduced in 1989, although the 'big bumpers' are not to all tastes

The 964 was the neglected 911 for some years, but its talents are now widely appreciated



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PORSCHE 944: DARE TO BE DIFFERENT

While we've deliberately steered clear of bargain basement Porsches, there are examples that don't cost a small fortune. The 924 S, 944 S2 and Turbo variants spring to mind, and we've borrowed the white 944 from Derek Price, who has bought and sold and re-bought the car four times, no less, first when it had been a demonstrator at Lancaster's at Colchester. The 944 is a similar vintage to the SC and 3.2 Carrera, but a fraction of the price. For this you get Porsche build quality and front

engine-rear drive characteristics, and it's also ergonomically viable with its child seats and hatchback luggage space. The 944's handling is more stable and predictable than the 911's, but when it breaks away – and you have to be trying trackday-hard to achieve this – it's a more sudden occurrence; at speed in a 911 you're engaged in a balancing act, delicately swishing round the dancefloor, but in the 944 it's a less involving experience, until it snaps, and it's like a mid-engined car in that respect, which is fine if you're provoking it deliberately, but mostly it's a neutral, benign car to drive. If that sounds like damning by faint praise, I'd refer you to the not dissimilar 924 Carrera GT, which is one of my most exhilarating drives ever. But the regular 944 is well affordable in the grand scheme of things: 'Although they're going up now, £5K is about where 944s start,' affirms Paul, 'though this one is worth a bit more because its history is known and we've done some

refurbishment to the interior. He'd had a succession of Porsches and Ferraris from Lancaster's including an '83 944 – one of the very first pre-oval dash cars – then he had an '83 SC Cabriolet, which he managed to spin, and his wife said, "why don't you get back into a 944, it's a nice car and it's safe," so he bought this. It went to and fro between Derek and his business partner, I've seen it here so many times, but he can't bear to let it go.' The sill side-skirts were fitted when it was new, when such accoutrements were fashionable, along with the bigger Teledial wheels and their fat tyres. 'It's as sweet as a nut; it's a straight car, and it gets used. This could legitimately be your first Porsche: 944 prices are a little bit all over the place, but a 944 looks still looks good value at around the £5000 mark and you know it's not going to lose any money.' Certainly a good place from which to discover the joys of Porsche ownership and associated camaraderie.

Truly rough 944s are becoming a thing of the past as they head to the scrapper. 944 Luxes are now particularly few and far between. Good ones are increasing in value

Gutsy 2.5-litre, four-cylinder engine produced 163bhp and good torque. Will happily keep up with modern traffic



944 LUX

Engine	2.5-litre four-cylinder, 8-valve
Power	163bhp @ 5800rpm
Torque	151lb ft @ 3000rpm
Transmission	Five-speed manual
Brakes	282.5mm vented discs front, 289mm rear
Tyres	Front and rear: 195/65 VR15
Economy	28mpg (combined)
Top speed	137mph
0-60 mph	8.4 seconds
Value	£3000-£6000





The ultimate bargain modern Porsche? The Boxster must surely answer to that accolade and the 987 is the secondhand sweetspot

PORSCHE BOXSTER 987: MID-ENGINE EXOTIC AT BARGAIN PRICE

An equally good starting point is the earliest incarnation of the Boxster, the 986, where reasonable base-model cars are available for £7- or £8 grand. Both Brett – who took the photos – and I have 986s and can vouch for their peerless handling and performance. We've gone rather higher up the Boxster ladder for our survey, however, presenting the red 987 model that's fronting our shoot, which falls into the £13- to £17-grand bracket. 'You could drive around in that all summer and still get your money back,' suggests

Paul. While the cheaper 986 projects the purity of the original Boxster design, rooted in the Porsche 550 and RSK racing cars of the 1950s, the second generation Boxster, the 987, debuted eight years later at the 2004 Paris motor show alongside the 997, and was launched in 2005 for the 2006 model year, followed by facelifted 2.7-litre Boxster and 3.2-litre S models in November 2008. The subsequent incarnation of the Boxster, the 981, first appeared in 2012, but the 987 combines upgraded mechanicals with the essence of the 986's original styling. The red 987 was recently sold for £17,000, and would be a tempting prospect on the Porsche rookie's shopping list.



BOXSTER 987 S

Engine	3.4-litre water-cooled, flat-six
Power	291bhp @ 6200rpm
Torque	251lb ft @ 4400rpm
Transmission	Six-speed manual
Brakes	320mm vented discs front, 299mm rear
Tyres	Front 235/35 ZR19 Rear: 265/35 ZR19
Economy	35.3mpg (combined)
Top speed	171mph
0-60 mph	5.1 seconds
Value	£13,000-£17,000





PORSCHE CAYMAN R: CAYMAN WITH ADDED GENIUS

The Boxster's hardtop sibling, the Cayman, is an equally fine driver's car, its coupé shell providing a more torsionally rigid platform as well as a fresh take on Porsche styling. The 987 model was introduced in 2006 and has progressed through two facelifts and a model re-launch as the 981, with attendant driveline massages. One of the special editions along the way was the Cayman R, which we've brought into the picture here, partly as an example of the

model itself and also to highlight the fact that limited editions are tighter still as investments. 'Yes,' says Paul, 'a customer called Chris Bettinson paid around £40-grand for that, and he's had it a year now and it's still worth £40-grand, so apart from his running costs he hasn't lost anything on that.' The defining qualities of the Cayman R are handling balance and useable performance – no different to a more standard model, only more so. The R weighs 55kg less than the S version, and is 10bhp more powerful, thanks to aluminium doors instead of steel, fixed back bucket seats that save 12kg, and the omission of air conditioning and hi-fi, plus a set of lighter alloy wheels shared with the Boxster

Spyder, and various other minor items like RS door pull straps and a 10-litre smaller fuel tank to save 7kg. The R's extra power comes from a larger diameter exhaust manifold and an engine management remap while different front and rear spoilers reduce aerodynamic lift by 15 per cent on the front axle and 40 per cent on the rear. The rear spoiler is fixed, unlike the retractable electric version on the regular models, while the suspension is lowered by 20mm, with firmer springs and increased negative camber, plus a limited slip differential as standard. One for the connoisseur, perhaps, when a regular Cayman 987 would do very well, starting at £13–£14K, but an intriguing prospect nevertheless.

A bit esoteric for our Top 10 line-up? Not a bit of it. The R is the ultimate 987 Cayman, but it's not silly money and it will hold its value

The Cayman R is the best handling Porsche of its generation and, unlike the current 718 Cayman, it's got a howling flat-six engine



987 CAYMAN R

Engine	3.4-litre water-cooled, flat-six
Power	300bhp @ 6200rpm
Torque	251lb ft @ 4400rpm
Transmission	Six-speed manual/PDK
Brakes	320mm vented discs front, 299mm rear
Tyres	Front 235/35 ZR19 Rear: 265/35 ZR19
Economy	35.3mpg
Top speed	175mph
0–60 mph	4.9 seconds
Value	£40,000+



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PORSCHE 993: LAST OF THE AIR-COOLED PORSCHE WILL HOLD ITS VALUE

Continuing with our summer holiday soft-tops, our next proposition is the 1997 993 Cabriolet. In this case it's resplendent in Arena Red with cashmere cockpit and fitted with the 285bhp Varioram air-cooled flat-six, and has done just over 50,000 miles. One of the 993's greatest assets is its build-quality, and it exudes an impression of solidity, even in drop-top format. All the original factory stickers are still in place and

it's been fitted with Carrera 4 front and rear lenses, 18in Technology wheels, the new Porsche Classic radio-sat-nav, tracker and sports exhaust, and it also received a replacement hood recently: press of a button to retract it. In this guise the 993 is more of a relaxed cruiser, and to this effect it's equipped with switchable Tiptronic S gearbox. Comments Paul: 'We've just sold a low-miles 993 C4S for £110K, and this is £50K for a 50,000 mile, slightly unfashionable Cabriolet with Tiptronic, and when you think what the equivalent manual C2 coupe would make, it's maybe £15 grand cheaper. I know it's not the same car, and you could say it's a slightly un-fancied

model, and yet you've got a bloody good 993 which has the added dimension of being a soft-top.' I take it for a whizz up to our fave WW2 disused aerodrome. It's very compliant, well balanced, revs nicely and steers easily, so if you were after an 'easy life' sort of car this would do the trick. Everything about it feels taut; it's a real blast, serving up instantaneous throttle response and fabulously quick acceleration, with vast reserves of power available when accelerating hard in catapult mode in 3rd at 5000rpm. But in practice you're not really going to be using the 993 Cabriolet in this fashion; it's just nice to know that it will cook the beans if necessary.

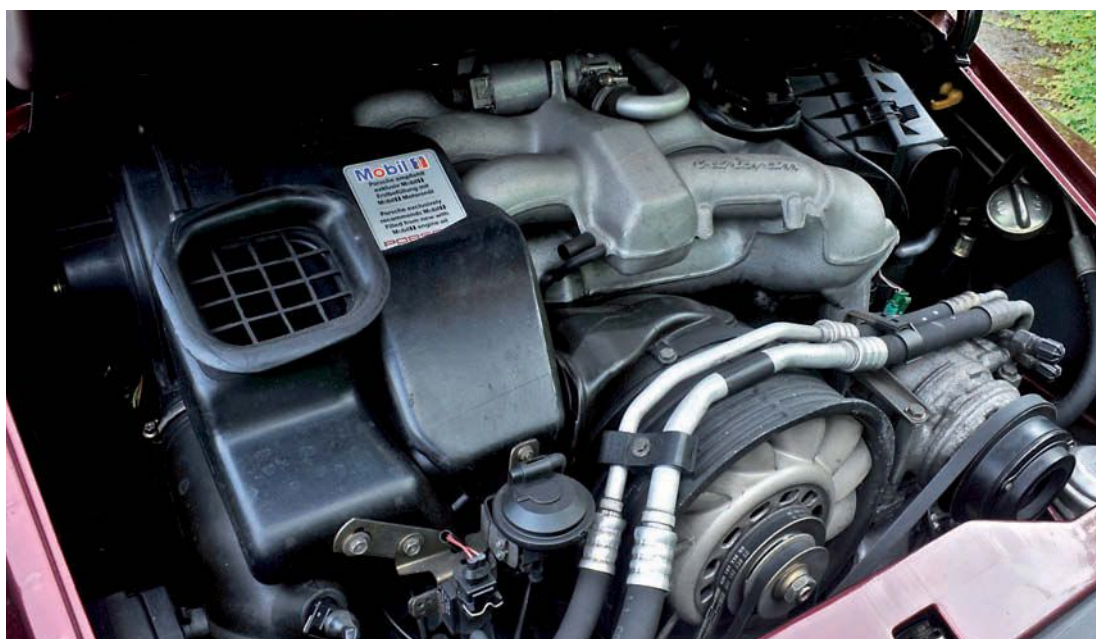
A 993 Cabrio is always going to split opinion, and this one's a Tiptronic, too! Ignore all that. It's a 993 and as such is the last of the air-cooled 911s. Enough said

Varioram engine is the more desirable option, but in truth it doesn't make that much difference. Go for the best 993 you can afford



993 C2

Engine	3.6-litre air-cooled flat-six
Power	272bhp @ 6100rpm
Torque	243lb ft @ 5000rpm
Transmission	Six-speed manual/Tiptronic
Brakes	304mm vented discs front, 299mm rear
Tyres	Front: 205/55 ZR16 Rear: 245/45 ZR16
Economy	24mpg (combined)
Top speed	167mph
0-60 mph	5.6 seconds
Value	£40,000-£60,000





The definitive modern 911? Yep, this is how folk like them – minus a roof and with a PDK transmission. And why not. As this caption is scribbled, it's 32 deg outside. Perfect for a 911 Cabrio, and too hot to be changing gear!

PORSCHE 997 S: MODERN 911 MOTORING IS CHEAPER THAN CLASSIC

The other drop-top cab in our line-up is a 997 S, and it's just been bought by another regular customer of Paul's, who's traded in a 996 Cabriolet for it. At a whisker under £47-grand it's a bit cheaper than the 993, another paradox of the Porsche market, where a 20-year-old car costs more than one half its age with similar attributes. The recent EU referendum has tossed a curved ball into the equation, and it's an ill wind, as they say, because falling sterling means a stronger euro. 'What with the referendum, that's got a whole lot cheaper this week,'

says Paul. 'Our customer has just paid for his 997 today in Euros and has saved himself £4-grand off its £46,995 price tag. It's still the same price in sterling, but if you buy it in Euros it's suddenly a lot cheaper because the pound has fallen away. So there are some benefits; this car has just got £4000 cheaper to a European client, and it's particularly good value to somebody that side of the Channel. So, if you're a little bit astute as a European you could do worse than look to Blighty for used left-hand drive cars.' Paul draws yet another comparison, highlighting the 997 Cabriolet's worth: 'I don't know whether you would call a 997 Cab your first Porsche; possibly it could be if you've come out of something else like an Audi or a BMW and you want to



997 CARRERA C2 S

Engine	3.8-litre water-cooled, flat-six
Power	380bhp @ 6500rpm
Torque	310lb ft @ 4400rpm
Transmission	Six-speed manual/PDK
Brakes	320mm vented discs front, 299mm rear
Tyres	Front 245/40 ZR19 Rear: 265/40 ZR19
Economy	35.3mpg
Top speed	186mph
0-60 mph	4.3 seconds
Value	£40,000+

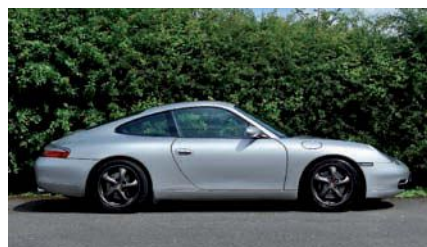
get into your 911 sports car, but when you compare it with the list price of a new 991 Cabriolet with some spec, which I suspect that isn't far off double the price of the 997, at that point this looks exceptionally good value. It's got PDK transmission and the 3.8 S engine, and Turbo brakes, too, so you know it's less likely to have engine problems. At just over £90 grand you know you're going to be in 991 territory, so to my mind this looks like a good buy.' And Porsche hoods are extremely durable – so good that a normal conversation is possible at 160mph (on the Autobahn!), which is normally the province of a coupé.





PORSCHE 996: THE 911 THAT'S COMING IN FROM THE COLD

Talking of modern Porsche coupés, the model that's captured most hearts in the past twelve months is the 996. So much so that we have three on the magazine's 'project cars' roster now: The Dear Leader's 3.4 gen 1 car that you see here, basking in the glory of its dark grey 'Ninja throwing star' wheels that he's switched for the standard ones, and which set the car off brilliantly. He's also recently swapped the M030 suspension for a Bilstein set-up in a



996 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	320mm vented discs front, 299mm rear
Tyres	Front: 205/50 rear: 255/40
Economy	25mpg
Top speed	174mph
0-60 mph	5.2 seconds
Value	£12,000-£20,000

quest for a less aggressive ride. And Adam "no flicking" Towler, who's done the maiden voyage up to Scotland with his immaculate gen 2 996 C2 and will by now have sorted out its tyres. And there's also my own gen 2 C2 3.6, AKA Pig Energy on account of its fortuitous numberplate, that's been endowed by Porscheshop with ECU remap, Y-pipe and Dansk exhaust, plus H&R lowering springs, not to mention Carrera Cup style nose and GT3 swan-neck rear wing, styling pretensions installed in haste in a bid to catch up with similar customising imposed on its Pep Pig predecessor. As Paul Stephens observes, 'most journalists seem to have acquired a 996 of some sort, including the 911 & Porsche World fraternity - and with good reason (*journalists aren't paid very much! Ed*), when £15- to £25-grand buys a great car, doesn't it?' Indeed, it's a helluva car, though a very different driving and owning experience to a classic 911, where aficionados belong to close-knit self-regarding coteries such as the DDK, r-gruppe, W90 and ImpactBumpers, maverick associations that disdain official club membership. The water-cooled cars have yet to coalesce in a similar way with their own model fan clubs, but these things emerge over time from bonds stemming from shared ownership experiences like solving maintenance and tuning issues and other quirks, eventually fostering self-help and touring groups. It's only a matter of time until the 996 attains similar respect to a 3.2 Carrera, say, and indeed, the GT3 evolution already has achieved cult status.

The modification and upgrade industry personified by the likes of Porscheshop, and Design911 has listed artefacts for the 996 for some years now, while RPM Technic's 996 CSR is a comprehensive

makeover, yet the 996 is still sufficiently depressed in the Porsche hierarchy that conversions are fair game, whereas an icon like the GT3 ought perhaps to be kept sacrosanct. But Porsches have always been about upgrading and playing about with; they thrive on it. It's only if you're an investment freak that the bog-standard creed applies, and then you're never going to be driving it anywhere, which defeats the point of a sports car. So in this case, until 18 months ago, the 996 was almost the starter Porsche, certainly the starter 911. But all of a sudden people realised what a bargain it was and, indeed, what a good car it still is in respect of build quality, performance and handling, and prices hardened accordingly. By the time I'd begun to look for one, prices had started to climb. A year on from buying it from Porscheshop I'm still enjoying it, and on a long run it's so composed that it still feels like a modern 911 that we might have borrowed from the Porsche GB press fleet. That's a good enough recommendation for a 996, I reckon, though factors such as low mileage, sound dampers and decent tyres all come into the equation. Whether you're attracted to the inherent security but somehow proscribed driving experience of a four-wheel drive C4 is another matter, but there are other formats including Cabriolet and Targa to consider as well. The doom merchants will point to the issues surrounding bore-scoring and the failure of the intermediate shaft bearing, and while some owners have been unlucky there are options like installing the Direct Oil Feed kit that keeps the IMS bearing constantly lubricated; I had this fitted on my 996 at STR in Norwich, and it's certainly a psychological benefit just as much as anything else.

The ultimate bargain 911? Right now there is nothing to touch the 996 C2, with good examples starting at around £13,000 or less, if you're feeling brave. This is the Editor's car going very fast around a corner!

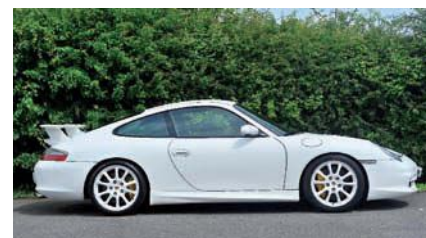
With many thanks to Paul Stephens for hosting the photoshoot and providing cars from stock and his customer base.
paul-stephens.com

PORSCHE 996 GT3: YES, SERIOUSLY. THEY WON'T BE THIS CHEAP FOREVER

A standard 996 is one thing, but a 996 GT3 is something else. We recently reviewed the top-drawer models in the 996 range – the GT2, GT3 and Turbo X51 (see 911&PW issue 269), and we've taken the gen 2 GT3 out of Paul's stock because it is such a fantastic car by any standards. Yet these cars fall into two camps: there are the investor cars, secondhand cars with no miles on them, which sell for £70–£80,000; and there are the ones that have been used – like my colleague Antony Fraser's – which have racked up a fair number of miles (70k in his case) and treated to a few upgrades along the way. Ant's is currently being marketed at RPM-Technic for £55K, for which you also get a CarGraphic nose-lift kit for negotiating traffic calming humps, Bilstein dampers with Eibach springs and Rennline suspension goodies, a CarGraphic exhaust, DMS remap and tuning, producing – at 403bhp – 43bhp more than the normal 996 GT3. Do the mods affect its value? They should make it more desirable, especially to a trackday fiend. Anyway, the car we're featuring here is a 2005 gen 2 GT3, a left hooker that began life in the Arab Emirates and has just arrived from Spain, having clocked a scanty 24,605 miles in 15 years. Paul takes a view: 'I think they've been a bit overcooked in the market, though I wouldn't say the same about this car in this context, but they are pretty stable because one like this is still classed as an investment car and people are chancing their arm with them. We sold a 2005 gen 2 GT3 recently for £60-grand with 50,000 miles, right-hand drive. At that level you know you're probably OK.' It's also a matter of logical market progression; now that air-cooled RSs have disappeared over the fiscal horizon, the 996 GT3 is obviously the next best thing, and a Club Sport spec version is even more edge city. This is one of the very last 996 GT3s, quite unusual in white when most are silver, perhaps a reflection of its life in a desert kingdom, and it's currently on sale at £69,995, making it the most expensive car in the bunch. The gen 2 GT3 appeared in 2004,

along with the GT3 RS, and the gen 2 sports several stylistic changes from gen 1. It inherited the facelifted 996's headlights that differentiated it from the Boxster, and the front and rear aprons were different, too, with slightly different geometry and slope angles to the inlets and air ducts. The 18in ten-spoke wheels were simplified, side-skirts massaged to provide more aero, and the rear wing configured as a platform on a pair of struts instead of the Mk 1's elegant swan-neck biplane. More significantly, power rose to 381bhp with torque up to 284lb ft, most of which was available from 2000rpm, and it was shorter-geared in fifth and sixth. Suspension was further lowered and firmed, brakes were beefed up with six-pot calipers up front, with Porsche's ceramic composite brake system a trifling £5356 option. Of our assembled throng, this is the one I crave a drive in most. From the turn of the ignition key, it's a harsher beast than the ordinary gen 2 996 I've arrived in, and at a standstill there's a much looser, rattly sound about the exhaust and transmission, quite different to the normal 996's flat-six. Well, of course there is; this is a Mezger engine. The growl it emits from 3500rpm upwards becomes a roar at 5000rpm. Out on the Suffolk downs, the smoothness of power delivery and awesomely fast acceleration are impressive. Steering is sharp and nicely weighted so there's some resistance to it, but it's effortless as well, and I'm absolutely in touch with the road. The front end seeks out every nuance of the cambers, nosing around like a hunting hound, though at speed on the straight-ahead it jinks and weaves a little. On the other hand, it also rides and absorbs bumps very well. The gen 2 chassis is supremely alive, communicative, and up for the game. It seems firmer than the gen 1 – it's not that the gen 1 GT3 is in any way loose, just that the gen 2 is tauter, more planted and less inclined to dance around. In hard cornering it is better controlled, less wilful. It's a significantly more compliant car than the gen 1, though frankly, the earlier incarnation is brimming with merit and, were I the punter, would equally suit me down to the ground.

So the GT3 might well be the pinnacle of Porsche-dom in this instance, thanks to its lofty performance spec and purposeful stance,



996 GT3

Engine	3.6-litre water-cooled flat-six
Power	380bhp @ 7200rpm
Torque	273lb ft @ 5000rpm
Transmission	Six-speed manual
Brakes	320mm vented discs front, 299mm rear
Tyres	Front: 225/40ZR18 rear: 285/30ZR18
Economy	22mpg
Top speed	187mph
0–60 mph	4.8 seconds
Value	£55,000–£80,000

but you can acquire an equally scintillating drive in a characterful car for way less pressure on the cash locker. With the greatest respect to air-cooled addicts and front-engined fans, the star car in that respect is the 987 Boxster, the little red roadster that's centre stage in our line-up. It's such a fabulous sportscar, jiggling through the kinks and sublimely holding its line around the bends, and it goes exactly where you steer it. It's the front-runner here in the driving sense, and it also provides another dimension to the driving experience as it enables you to be at one with the elements with the canopy down. Does that make it the overall winner? Not necessarily, because it may not retain value as solidly as the air-cooleds or the GT3 or the special edition Cayman R. But, value for money, it's pretty high up the scale, and if you're in pursuit of the definitive Porsche experience it ticks all the boxes. And as Paul Stephens says, 'any of the cars here could be your first Porsche if you wanted to put your money into something whose value wasn't going to go wildly adrift.' Tempted? Let us know how you get on! **PW**

A 996 GT3? Are we being serious? Yes, absolutely. There are some great value GT3s around at the moment and you won't lose on one. Pound-for-pound, the most exciting 911 you can buy



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THE PORSCHE MARKET IN 2016

Words Adam Towler

What's hot and what's not? We get the dealer view on the current Porsche market. What's performing, the cars that are tipped to rise and those that are still falling, plus the gap between classic and modern Porsches. A word to the wise? Early Boxster, is all we're saying!

Porsches and money: once, the latter often led inevitably to the former, but the extraordinary events of the past two years has turned that all on its head. In post-recessionary times, but with interest rates and financial investments low and under-performing respectively, it's cars that have become the attractive proposition for turning money into more money. Porsches have been at the vanguard of this movement, it not escaping more financially savvy minds that there is currently no capital gains tax to be paid to Her Majesty's treasury on cars...

However, 2016 has been the year in which the music has hesitated, if not completely stopped, although unlike some predictions

the orchestra has not fallen through the floor and the conductor is not down the job centre. Instead, we live in interesting times, where buyers can often be split neatly into two different camps entirely segregated from each other. To get a feel for not only what has happened, but also where we might be going, 911 & Porsche World spoke to a number of leading Porsche sales businesses to get the real story of the current market.

Few people sell more high-end Porsches than John Hawkins at Specialist Cars of Malton (specialistcarsltd.co.uk). If you know John, you'd expect him to tell it like it is, and he's blunt about the current situation: "We're still selling cars, but they're not increasing in value. There's no confidence here [UK], but we're still sending a lot out to Asia. These are

strange times at the moment: we were quiet leading up to Brexit [the vote], but then after that we sold five cars in a week." He has no doubts over what shifts cars these days: "Originality is very important – the market wants original cars with as much paperwork as possible. I don't think there's a premium for right-hand drive cars like there was, and 2.7 RSs have gone as far as they're going to go; early Boxsters though are having a renaissance."

Early Boxster, you say? Hold that thought. Paul McLean at GT Classics (gtclassics.co.uk) specialises in the sort of late-model high performance air-cooled machinery that has seen some of the really big rises in recent years. His outlook is more cautious: "It's at a low at the moment. It

"The days of putting cars on the market at speculative values have ended"
Russ Rosenthal
JZM Porsche





started a few months before the referendum, and although we do have customers the boom appears to be over. My customers are very discerning, and will dismiss 90% of cars – unless cars are perfect they are very hard to sell. I think some people struggle to get their head around the spread of prices, but the only people buying are those with huge collections already and they want perfection. There are a lot of 964/993 RSs around to choose from, but the real enthusiasts have been priced out of the market. Some of these collectors do occasionally take them out for a drive, but some are purely speculators.”

Over at Paragon (paragongb.com), MD Mark Sumpter is more upbeat: “The market is very healthy at the moment, but our problem is that we like to be selling circa five-year-old cars, and Porsche didn’t register many cars in the period 2010–2015. Therefore, we’re tending to find the last of the 997s are holding very strong in value – these cars haven’t depreciated for 18 months now, and there’s a real hole in the market supply. There’s loads of ‘07–‘09 stock. Manual ‘box cars are having a resurgence, too, perhaps as people are buying them as a second car; people think it’s quite cool. The 997 GTS has proven popular as well, but we tend to stay away from the ‘new over-list’ market such as the GT4 – we buy all our cars, and you’d have to be brave to get involved in that.

“We’ve taken the classics seriously over the past two years, but they’re not appreciating as they were. Lots of people have bought average cars, carried out average restorations on them, put the cars into auction and they’ve failed to sell. I think there’s a reason for every failure, but the mainstream press often don’t understand that.

“There’s a big gap between the average cars and the top cars – like the classic Ferrari

market. When 964 RSs were £40,000 the customer was not very discerning. At £200,000 they’re very discerning! You never used to hear of Porsche buyers talking about matching numbers. However, if you want a car to enjoy, there’s nothing wrong with a replacement engine: a £120,000 964 RS would be better for track days than a £200,000 one.”

What about Mark’s tips for the future? “If you could find a very early Boxster, from the first year of production, that’s not been messed about with, I think that would be a good thing. I also think there’s mileage in a 1996 Turbo S, and it has a bulletproof engine. The last of the six-cylinder Boxster/Cayman models are a fabulous car, but I’m not sure it’s an investment. Most of all, I keep saying to people ‘Try to buy something you’re going to drive.’ I don’t think mileage hurts [for values] as much as people think.”

Russ Rosenthal is the Sales Director at JZM Porsche (jzmporsche.com). His view is that the uncertainty of the Brexit referendum created problems, but that period may now be behind us for the sort of high-value cars he trades in. “For people shopping at this level, the one thing they struggle with is uncertainty. We had a great start to the year and then it all stopped in April. Post-Brexit has been very good, but the days of values pushing upwards have stopped: price cars sensibly and they will sell, but we’re having to re-educate people that the days of putting cars on the market at speculative values have ended.

“The 996 GT3 has not done that well of late. It’s the same old story: prices rise, the market floods, it all stops, and now we’re starting to see them selling again. I think Mezger-engined 996s still have room to grow – a Turbo is a fantastic, analogue driving

experience, but there’s a huge spectrum in the quality of cars out there, with many owned by people who couldn’t afford to look after them. It will turn into a classic though.”

Simon Lenton is the director of Dove House Cars (dovehousecars.com), best known for their stock of ‘gen 2’ 987 and 997s. “I think the air-cooled cars had already plateaued before Brexit, but that has now ended. It had to. Good cars will still hold their money, but people buying at the moment are trying cheeky offers. However, there are a lot of cars that are going to ‘fall off the cliff’, because people have been buying bad cars. Remember, for 10 years 3.2 Carreras and 964s were ten grand and run on a shoestring budget. We won’t sell them because they need so much prep.”

Simon’s tip? “The 996 Carrera is great value and prices have appreciated a bit [that’s a view shared by Josh Sadler at Autofarm – autofarm.co.uk - who describes it as “A stonking car, if you get a good one”], but the other one I’d buy at the moment is the gen 1 997 Turbo manual. Unless we know individual gen 1 997s they can be a bit risky, so we tend to concentrate on gen 2 models – the early ones of these are the best buys at the moment: Caymans, Boxster and 911s. We do get some enthusiast buyers, but plenty of Porsches are bought by people who just want a nice car.”

Another business selling mainly gen 2 987/997 cars is Ashgood (ashgood.co.uk) and owner Mike Curtler doesn’t think Brexit has affected this market. The firm sells around 20–30 cars every month, sticking to gen 2s to ‘avoid the hassle’ and finding buyers of all ages and professions. “A gen 2 Boxster/Cayman at £20,000 is brilliant,” says Mike. “It’s a proper Porsche, still small on the road, and not depreciating much. They do everything – that’s why Porsches are brilliant.”

Paul Stephens (paul-stephens.com) has a roughly similar view to our other commentators. “There’s been a levelling of pricing in 2016. That doesn’t mean Porsches are a bad place to put your money, but just don’t expect to make lots of money, and I suspect it will take the speculators out of the market. There are lots of different cars under the £50,000 mark: the 3.2 Carrera that once was £15,000 has now doubled, but is stable. The £20,000 3.2 that was really nice – you’ll pay up to £50,000 for that now; the really special 3.2 that was once £25,000, that could be £75,000–£100,000 now. In fact, there are plenty of cars in that £30,000–£50,000 bracket for enthusiasts. Very special 964s are

Early Boxsters are a top tip from our experts. Makes sense, with so few good ones out there now. The 997 is proving very popular. The GTs is tipped to appreciate

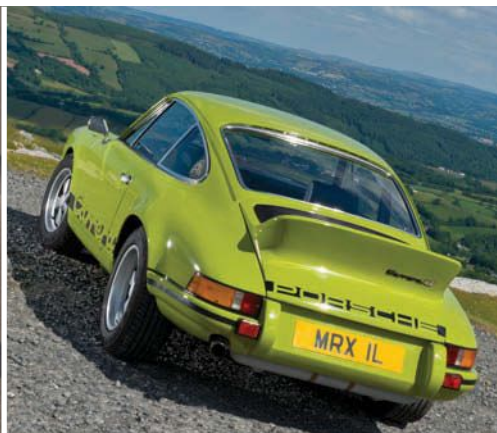


“2.7 RSs have gone as far as they’re going to go; early Boxsters, though, are having a renaissance”
John Hawkins,
Specialist Cars of
Malton

“Manual ‘box cars are having a resurgence, too, perhaps because people are buying them as a second car; people think it’s quite cool”
Mark Sumpter
Paragon



Classics have peaked. There’s no more give in the Carrera 3.2/SC market and even ‘73 RSs have found their limit, albeit a stratospheric one





going to make a bit more, but you can just about get a 993 for £30,000. I wouldn't look at pre-'73 cars at this money – you'd need to start at £50,000 for a decent left-hand drive T model.

"The 996 is at £10,000–£20,000, but it's all down to the condition of the engine. People are starting to tune into the early 996 'look' and you won't buy anything good for 10 grand. Think £15,000–£20,000 instead, with C4S models a bar higher again. You can buy a 986 Boxster for under £5000, but be careful: I'd say buy the nicest 2.5-litre car you can over the scruffiest 3.2-litre S. Look for the right car. A Cayman makes a good alternative to a 996, with values firm for the right car.

"944s and 968s are in there, but I don't think it's a collector's car. A collector will only be interested in a 20,000-mile 'bridge spoiler' Turbo" (we'll come back to this point in a minute).

The 996 GT3 is now stable at £50,000–£70,000 having lost a bit, but Turbos have been overcooked: they're not a rare car, and I think at up to £60,000 they're too dear. I'm glad that one is calming down. People have also been pinning the 993 Turbo on the back of 993 Turbo S prices but I also think that's gone too high. The leggy ones will come down a bit.

"The 930 is another good example of 'Best in Breed' commanding a pricing premium. The LE and SE limited run cars, plus the early 3-litre and last-of-the-line five-speed cars will make very good money, but once you're got a 3.3 Turbo from the middle of production, with a few miles on it, you can get one for sub-£50,000. Sure, the best 930s will be over £100,000, but you can't drive these ones! You can still have that 930, but maybe spend £60,000." I think this is a key point within this article, and Paul warms to the theme: "Purchase the right car, at the right money, with some miles on it, and you'll be alright. Any 911, and I mean any, that's approaching £150,000 is out of useable territory. We have a Mk2 996 GT2 with 14,000 miles on it for sale at £160,000: this car is not aimed at the enthusiast buyer.

"So, what to make of all this? The most important point for me is this division between 'enthusiast cars' and 'collector cars', sometimes even within the same model type. You could break the bank to buy a very low mileage 996 GT3 at £75,000, but you can't drive it for fear of quashing your investment. It becomes a static object like a bottle of wine, or art. However, at £55,000, you might even do a few track days. With some models the difference between so-called enthusiast-

spec and collector-spec can be as much as £100,000, and one group will never go for the other sort of car and vice versa."

WHAT ELSE?

1) Don't get all excited about the 2.7 Carrera RS you're going to acquire later this year at a knock-down price, because there appears to be no crash on the way for the foreseeable future (happy to be proved wrong and credit card at the ready, naturally). The classic air-cooled market may have softened, and the days of big rises may be over for now, but no one is – yet – talking about any big falls. What does seem clear is that buyers are much more selective, and won't be fooled by shiny paint and an expensive advert. The same applies to the 964/993 RS/GT2 market, which seems particularly tough at the moment.

2) A collector wants the very best example. Anything else won't do.

3) There is more uncertainty around the 'premium' water-cooled cars. 996 GT3s have undoubtedly had a knock, because the market got over-excited and too many people tried their luck. The same could be said for 996 Turbos, but any Mezger-engined car is surely a great long-term bet for the future. If you're going to buy one now, don't obsess over values, just try and pay a fair price for the right car, enjoy it, and it should look after you over the following years.

4) There's a very strong demand for late-model 997s. Not surprising when you consider a) what a great car it was and b) the relative merits and otherwise of the 991.

5) Got a nice water-cooled car? Good news. Don't obsess too much over what it is, for as time goes by it will be the quality of your car – influenced directly by how you maintain and look after it – that will make a big difference. Increasing numbers of people are finding something special in the driving qualities of the 986 and 996. Even a tidy early Boxster, as picked out by two of our experts, may well be a canny buy: good ones surely won't stay this cheap forever. **PW**

The 996 is still a bargain, but you need to be spending around £15,000+ to be confident of a good one. Below: Front-engined cars remain keenly priced



"We do get enthusiast buyers, but plenty of Porsches are bought by people who just want a nice car"
Simon Lenton,
Dove House Cars

"The really special 3.2 that was once £25,000, that could be £75,000–£100,000 now"
Paul Stephens





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911 Carrera RS (993 LHD)

Grand Prix White • Black/Grey Dual Tone
Leather Bucket Seats • Manual Gearbox
18" Split Rim Wheels • 58,240 km
(36,400 miles) • 1995 (N)

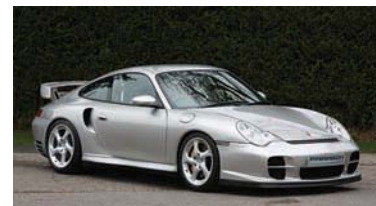
£229,995



911 GT3 RS

Jet Black • Black Nomex Bucket Seats
Manual Gearbox • Satellite Navigation
Porsche Ceramic Composite Brakes
22,012 miles • 2008 (57)

£149,995



911 GT2 (996)

Arctic Silver • Black Leather Bucket
Seats • Manual Gearbox • Porsche
Ceramic Composite Brakes • Rear Roll
Cage • 48,992 miles • 2002 (02)

£119,995



911 SC Targa

Rosewood Metallic • Brown Pasha
Seats Manual Gearbox • 15" Cookie
Cutter Wheels • One Owner From New
23,091 miles • 1981 (W)

£119,995



911 Turbo S (996)

Basalt Black • Black Leather Seats
Manual Gearbox • Porsche Ceramic
Composite Brakes • Satellite Navigation
63,132 miles • 2005 (54)

£64,995



Cayman S (981)

Basalt Black • Black Leather Seats
PDK Gearbox • 20" Sport Techno Wheels
Touchscreen Satellite Navigation • 5,511
miles • 2015 (15)

£52,995



Cayenne 4.2 Diesel

Basalt Black • Black Leather Seats
21" Cayenne Sport Edition Wheels
Touchscreen Satellite Navigation
20,132 miles • 2013 (63)

£46,995



911 Carrera 4 S (997)

Carrera White • Black Leather Seats
Manual Gearbox • 19" Sport Design
Wheels • Touchscreen Satellite
Navigation • 38,258 miles • 2009 (09)

£46,995



911 Carrera 2 (997)

Meteor Grey • Black Leather Seats PDK
Gearbox • 19" Carrera 'S' II Wheels
Touchscreen Satellite Navigation
12,171 miles • 2009 (09)

£44,995



911 Carrera 2 (997)

Basalt Black • Black Leather Seats
Manual Gearbox • 19" Sport Design
Wheels • Touchscreen Satellite
Navigation • 44,249 miles • 2009 (59)

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911 Carrera 4 S (996)

Arctic Silver • Black Leather Sport Seats
Manual Gearbox • 18" Turbo II Wheels
BOSE Sound System • 96,978 miles
2002 (51)

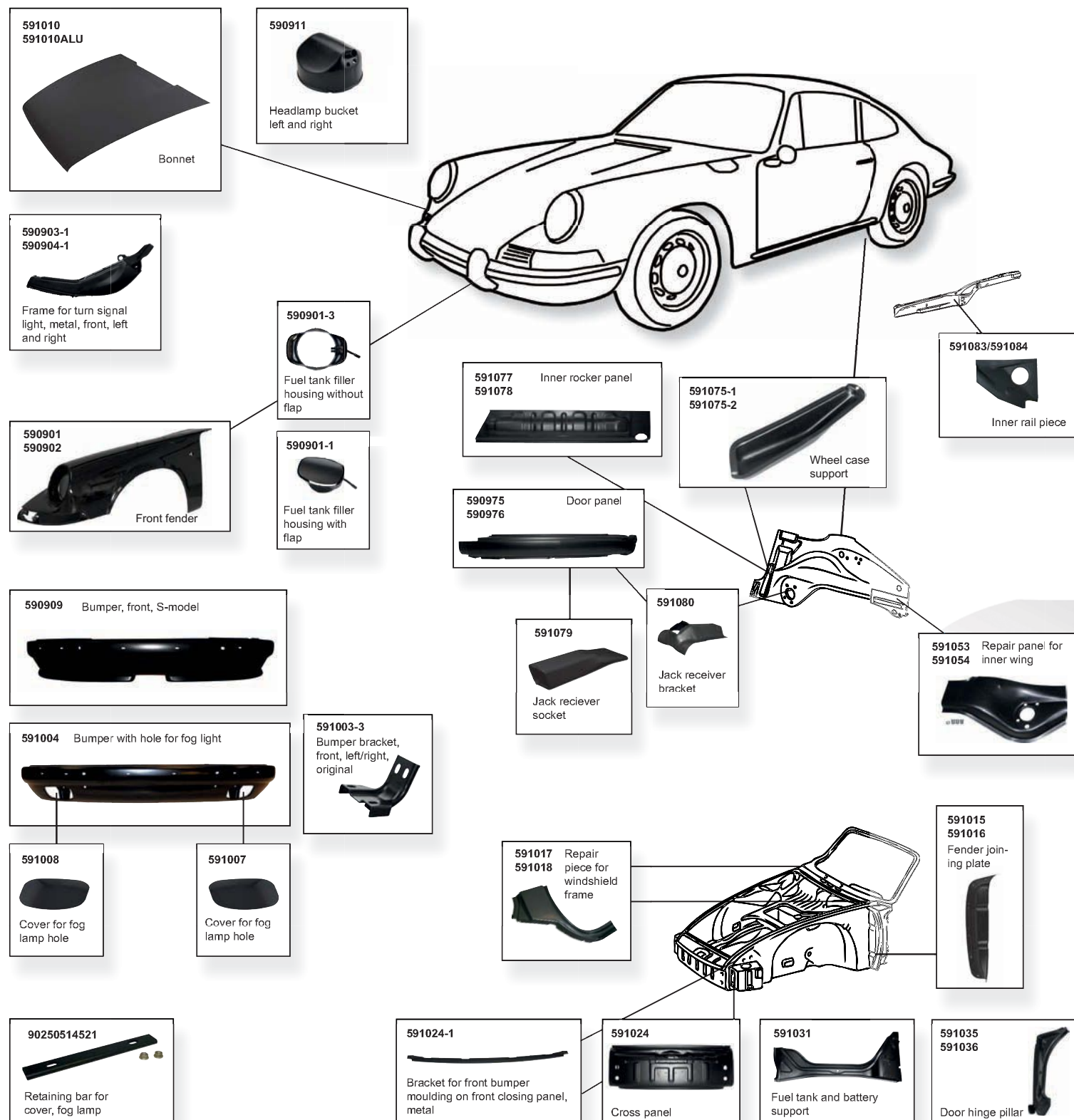
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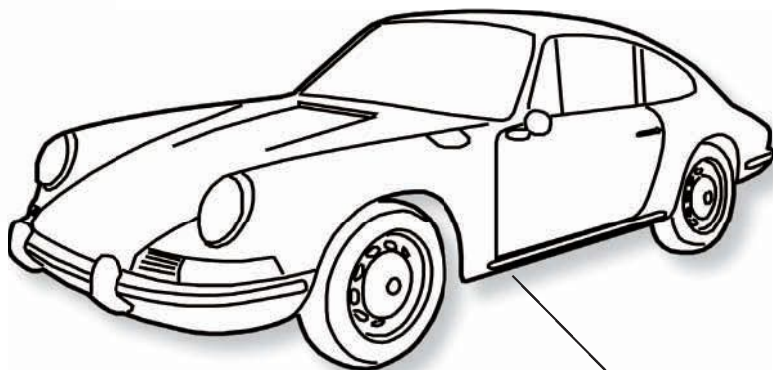
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Engine hood, rear



591065

591061 Rear window corner, lower
591062



591068



Parcel shelf repair section under rear window

Rear center panel



591095
591095ALU

591043-2 Wheel housing repair section, front, upper by wing mounting
591044-2



591041-1 591041-1ALU
591042-1 591042-1ALU

Door skin, left and right



590941 Door, complete left and right
590942

91120190400



Fuel tank, 62 L

90120101030



Fuel tank, 100 L

591043-4
591044-4



Wheel housing repair section, front, rear part, lower

591043-3 Wheel housing repair section, front, centre
591044-3



591134-1
591134-2



Axle mounting

591100-0

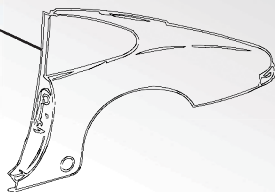


Chassis floor, complete, bottom of car

591047
591048



Door pillar left and right



591133-2

Front floor with suspension mounts and axle tunnel



591133

Front floor with suspension mounts



591133-1

Front suspension repair panel



591071-0



Floor pan, complete

591071-1
591072-1



Floor pan, outer repair section, left and right

590930



Reinforcement for front floor with suspension mounts

591071
591072



Floor pan





WILL THE REAL 911R...

...please stand up! When Porsche announced its latest variation on the 991 theme, the new 911R, there were more than a few raised eyebrows amongst the purists. After all, the first 911 to bear the hallowed 'R' badge way back in 1968 was a limited-build competition-oriented lightweight coupé, a far cry from the 'all bells and whistles' of modern 911s...

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

You can't blame Porsche for resurrecting the 911R name – after all, in recent times we've had the Boxster Spyder, the 718 Boxster and, of course, the perennial Carrera, all names inspired by Porsche's rich back catalogue of highly successful road-racers. And we are, it seems, a generation of enthusiasts which likes to look back over our collective shoulders at what we perceive to be the 'golden days' of the 1950s and '60s.

There's no escaping two important things: the first is that Porsche knows a thing or two about the gentle art of making a profit from releasing 'limited edition' models to a select – and hungry – market.

We've written plenty about the ethics of selling these special-edition models at over list price – it's not great if you've had your hopes set on buying one, only to find your request turned down as they're all 'sold out', only to find several examples back on the market within days of release. But that seems to be the way these days.

And secondly, Porsche is very good at

producing damned fine cars. There's no doubt at all that the new 991-based 911R is something rather special: naturally-aspirated and offered only with a manual transmission, the lightweight (by modern standards) coupé features the pick of the options list, including PCCB ceramic brakes and a mechanical limited-slip differential, as standard.

But at 1370kg – some 50kg less than the track-focussed GT3 RS – the new 911R is a whopping 550kg heavier than the car that served as its inspiration. To put that in 'old money', the new car weighs half a ton more than the old... Damn, that's a lot. Mind you, it does produce 500bhp compared to 'just' 210bhp of the original, giving it a rather more favourable power to weight ratio.

Although we tend to think of Porsche's competition efforts as having being focussed towards circuit – and in particular endurance – racing, back in the 1960s the emphasis was very much on rallying. Events like the Monte Carlo Rally were considered to be extremely important in

the quest to boost sales, most notably of the new Porsche 911.

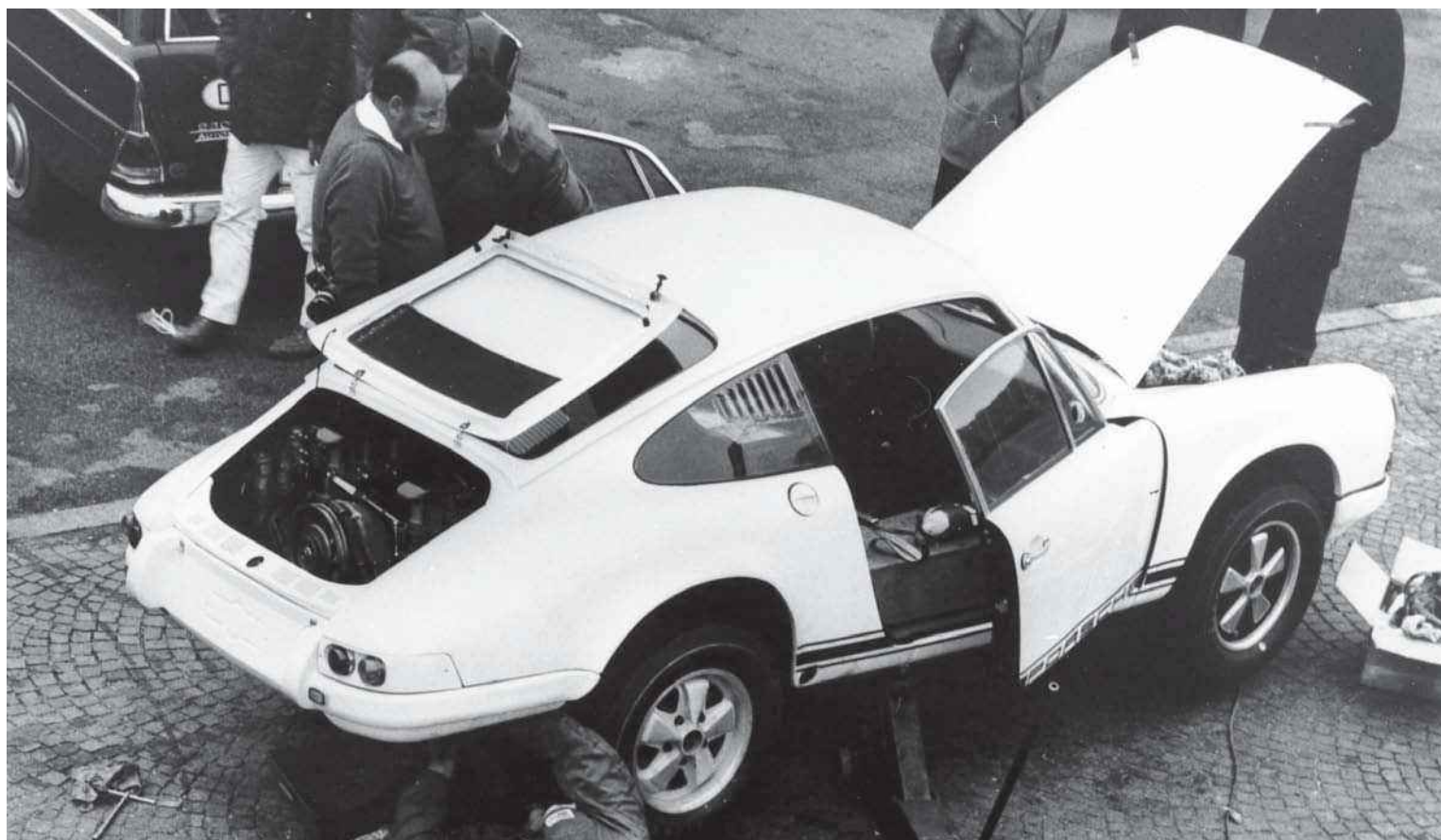
Customers could order a 'rally kit' to turn the basic 911L into a competitive road rally contender. This factory-installed kit included a pair of Recaro seats, rubber floor mats, heavier anti-roll bars front and rear, Koni dampers, Dunlop tyres, 911S gauges, heavy-duty clutch and a new tuned engine, designated the Type 901/30.

This was essentially a 2.0-litre 911 engine equipped with 911L heads, 911S camshafts and various other modifications which helped boost the power output to around 150bhp.

The price of the kit was DM2100 – that was around £900 back then. Cheap? Well, you need to factor in inflation: in today's world, that equates to around £11,500. Still good value when you think about it.

The factory's own efforts were directed towards the 911T, which was eligible for Group 3 competition. The conversion kit to turn the basic road car into a competitive rally car included a 911S-spec engine, uprated brakes and more, all for an extra

Above: Two 911Rs, two very different beasts. Latest limited edition from Porsche reputedly drew its inspiration from the factory lightweight 911 of the 1960s



cost of DM5150 – that happens to be the equivalent of £28,000 today.

In 1968, Vic Elford, partnered by David Stone, won the Monte Carlo rally in a 'rallyfied' 911T, which boasted a useful 180bhp, and was followed home by Pauli Toivonen in a 911S.

The uprated and rally-prepped 911Ts were no lightweights, the Monte Carlo winning car weighing in at 1067kg and, as early as the previous year, it was clear that for the 911 to be competitive in other areas of motorsport, it was going to have to be

put on a diet. A few more horsepower wouldn't go amiss, either. And so the 911R was born.

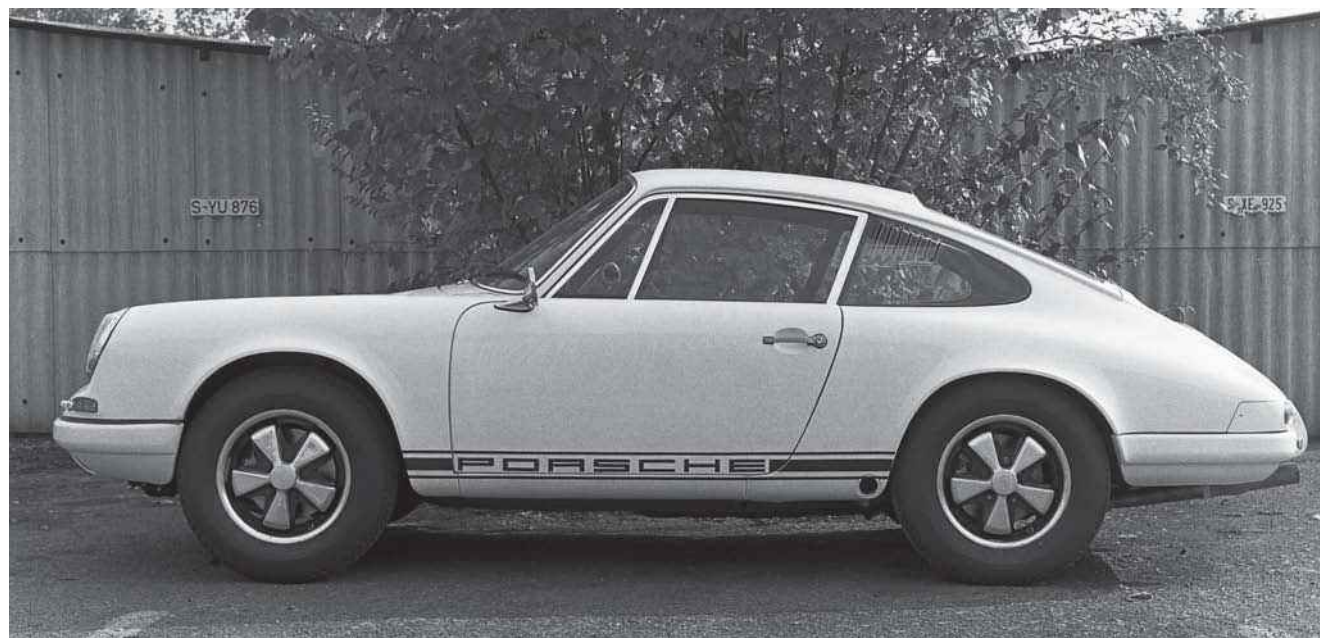
Looking back over Porsche racing history, it should come as no great surprise that the mastermind behind the 911R was none other than the controversial figure of Ferdinand Piëch – the man who later would be responsible for the 917 and then become the outspoken board member at both Porsche and Volkswagen.

It was Piëch who concluded that the 911T-based cars wouldn't cut it at the

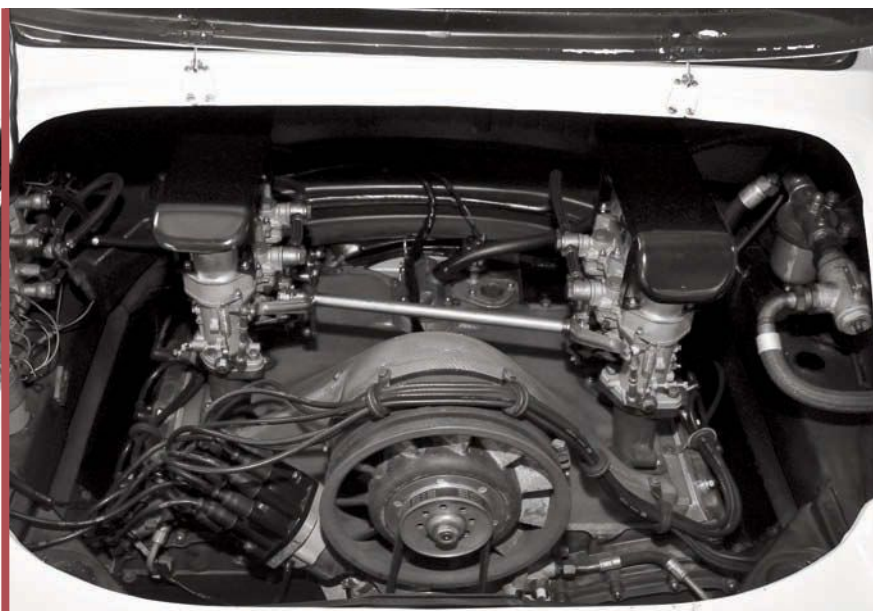
highest levels of international motorsport – the company needed a car (preferably a production-based one) which could compete on road (in rallying) and track (in the GT classes) on equal terms with an increasingly competent opposition.

During an internal meeting on 20th June 1967, Porsche Race Department engineers Spannagel, Weber, Knoll, Binder and Schröder were assigned individual duties, supervising the construction of a 911 race car. Spannagel oversaw the suspension and gearbox, Weber and

Above: Monza in October 1967. The 911R set no fewer than five records for 10,000 and 20,000km, 10,000 miles, 72 hours and 90 hours. Average speed over the 20,000km was a remarkable 209.2m/h (130mph)! Note decals and stripes are yet to be applied...



Left: If ever there was a Porsche that exemplified architect Mies van der Rohe's ethic of 'less is more', this is it....



Binder were responsible for engine assembly, while Knoll and Schröder took care of the body engineering.

A series of four prototypes was built in the spring of 1967, the aim being to assess the viability of a lightweight 911. Until the cars received the blessing of the FIA, the idea was to put them through a thorough test programme in non-championship events (such as the Marathon de la Route, for example).

These first cars – dubbed '911R' for *Rennsport*, or 'Racing' – were based on the standard main body structure of the production 911T, although where it was possible to save weight, thinner-gauge metal was used on a slightly ad-hoc basis.

According to Karl Ludvigsen in his masterpiece *Excellence was expected*, weight saving efforts went so far as to try both aluminium and, almost unbelievably, magnesium fuel tanks. The prospect of a

car catching fire with several gallons of race fuel housed in a magnesium tank doesn't bear thinking about...

Of the four prototypes – known as R1, R2, R3 and R4 – all but one were fitted with glassfibre front wings, the remaining car (R3) with wings formed from aluminium. Front and rear bumpers were moulded from glassfibre, as were the bonnet and engine lids, while the doors were skinned in aluminium. The hinges, too, were of aluminium, helping to keep the overall weight of the 911R prototypes far below that of the production 911T.

The windscreen may have been made of glass – albeit lightweight 4mm-thick glass – but the side and rear windows were all made of Plexiglas. The quarter lights were fixed in position, ventilation provided by small round aircraft-style vents, with airflow through the cockpit aided by the use of what have become

one of the 911R's trademark features, louvred rear quarter windows.

The wheels were the familiar Fuchs design but at the rear, new – and unique to the 911R – forgings were used, which measured seven inches in width. These new wheels – now universally referred to as '7R' rims – had the extra inch added to the inside so that, to the casual observer, they looked like the regular six-inch rims used at the front. The extra width, however, necessitated the use of spacers at the rear, which in turn necessitated having the rear wheel arches 'rolled' slightly to accommodate the wider track.

For motivation, the 911R relied on a 1991cc (nominally 2.0-litre) engine that was similar to that used in the Carrera 6 (906), which was designated 901/22. Based around an aluminium crankcase, the engines featured dual-spark (twin-plug) ignition, revised valve timing, larger inlet and exhaust ports, 46mm Weber carburetors and aluminium-finned cylinders. This engine produced a claimed 210bhp at a heady 8000rpm, with peak torque of 153lb ft at 6000rpm. Clearly this was no shopping car...

To help keep the high-revving engines cool, oil coolers were mounted in both front wings, with oil lines fed through the right-hand sill. And, as a precursor to the 1972 model year cars, the 911Rs – prototype and 'production' models – featured a dry-sump oil tank mounted ahead of the right-side rear wheel, with a filler cap protruding through the adjacent wing panel. This was done in an effort to improve front-rear weight distribution and make the short-wheelbase cars less 'twitchy' at speed.

As for the transmission, three of the prototypes featured a five-speed unit based on that used on the production models, but uprated with the strengthened input shaft and limited-slip differential unit used in the 906.

Porsche lost no time in putting the four prototypes through their paces. One of them, the bright red R2 (chassis number

Above left: Stripped-out interior of early 911R – note the deleted gauges and glove-box lid

Above: High-revving 210bhp twin-plug engine breathed through Weber carburetors and a loud free-flowing exhaust system



Left: In an effort to save weight, glassfibre front wings and bumper were used, along with tiny turn signals from an NSU. This is chassis number 002 (note the lack of through-the-bonnet fuel filler)



306681), was entered in a 330-mile event at Mugello in Italy in July 1967. Driven by Vic Elford and Gijs van Lennep, the 911R came third behind a brace of Porsche 910s. It was an encouraging start.

In that year's Marathon de la Route, the

This car was equipped with standard front and rear light units, unlike the remaining prototypes which featured four round Hella light units in glassfibre surrounds at the rear, and NSU turn signals at the front. It also featured aluminium rather than

ahead with the production of 20 'customer' versions, they were allocated the chassis numbers 118 9 9001R–118 9 9020R. But there was not the capacity to build them alongside the regular 911s at Zuffenhausen so, instead, Karl Bauer in Stuttgart was contracted to build the bodysells. The 'production' models differed in detail to the prototypes, with bodysells of normal-gauge steel, but with glassfibre being used for the doors instead of aluminium skins.

The series-built 911Rs were equipped with Koni dampers all round, along with the same anti-roll bars, front and rear, as fitted to the contemporary 911S. The suspension was reset to give a lower ride height (50mm below stock), and the engines equipped with rejigged 461DA3CI Weber carburettors.

The five-speed gearboxes housed what were referred to as 'Nürburgring' gear

Above: Gerhard Mitter drove prototype R1 to a win at a hillclimb event in September 1967. The same car was used as a 'safety car' at the 1968 1000km event at the Nürburgring (above left), driven by Herbert Linge

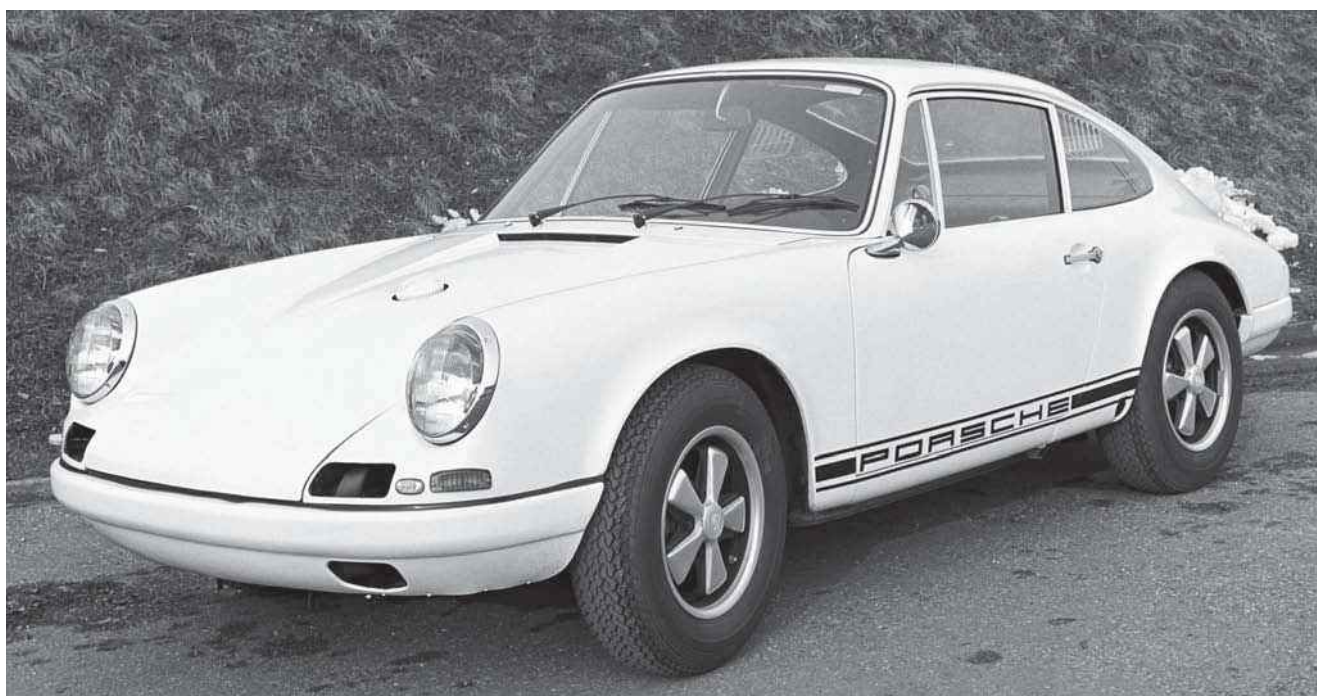
“ There was not the capacity to build the 911R at Zuffenhausen, so Karl Bauer was contracted to build the body... ”

bright orange R3 (chassis number 307671) – which, unusually, had been fitted with Porsche's all-new Sportomatic transmission – took overall honours, once again driven by Vic Elford, with the help of Hans Herrmann and Jochen Neerspach.

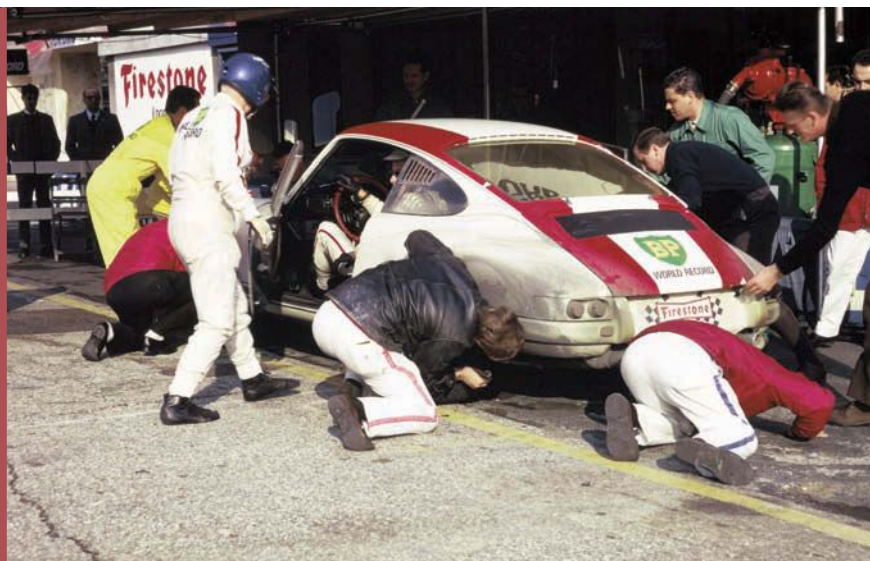
glassfibre body panels.

Of the other two prototypes, R1 was finished in white and is almost certainly the car shown in the press photos on this, and the opposite, page.

Once the decision had been made to go



Left: Press photo of early 911R (possibly R1) showing the clean lines. The louvred quarter windows have become something of a trademark feature



ratios, with slightly lower ratios throughout (B, HA, M, R, V, to use the Porsche codes), and a stronger 904 mainshaft. It was given the number 901/54.

Empty of fuel and oil, the 911R weighed in at a little over 800kg, compared to 1080kg of the standard 911S.

Porsche's PR guru and race team

ambitious idea, given that production of the 911 (and 912) was in full swing. He argued that the cost to build would be no different to that of the 911S, yet customers would expect to pay far more for a race-ready car.

However, tempting though the profit potential must have been, the idea was

uncompromising for regular road use.

Allied to this were the effects of a recessionary period in 1967 which affected Porsche along with all other car manufacturers. So, the 'hot-rod' 911R's exclusivity was guaranteed.

Porsche's records for the 20 911R production vehicles verify that 19 of them were completed with Type 901/22 engines. The individual engine numbers produced in this series ranging from 508 0001 to 508 0022, which indicates that several complete spare motor assemblies were built beyond the 19 examples fitted with 901/22 engines. The remaining production model was prepared as a proper road car, and equipped with a 170bhp engine – it was the only 911R to have been completed as such.

The 911R has entered Porsche folklore as the original factory-built dual-purpose 911. The whereabouts of almost all are known, and, in most cases, the complete histories are well documented. As proof of its great potential as an all-rounder, there can be no better example than that of chassis number 11899002.

According to factory construction records, chassis number 11899002 was supposed to be a 'non-conforming' prototype race car similar in design and construction to the other 19 vehicles, but retained for company use. Sequentially, it was the second car in the production series, but according to those records it was actually the first one to be completed.

Porsche's race department production team requested that assembly should begin no later than 1st September 1967. However, chassis 11899002 was, in fact, completed one month ahead of schedule. It was painted Light Ivory (code 6804B), which was later listed as a standard 911 colour in 1969.

But the most important period in the life of chassis number 11899002 was yet to come. Shortly after the start of a major effort late in 1967 to set several long-distance records at Monza, the Carrera 6 (906) chosen for the attempt broke its suspension on the rough Italian track.

The Porsche race department was faced

Above left and right: Monza was the location for one of the 911R's greatest moments. The factory had originally planned to use a 906 to break some long-distance records, but it proved too fragile for Monza's rough track surface. A pair of 911Rs were dispatched and one used to take the place of the 906...

“ The 911R has entered Porsche folklore as the original factory-built dual-purpose 911... ”

manager Huschke von Hanstein believed that the 911R could be built in sufficient numbers to homologate it for GT competition – that would mean 500 cars built and sold in one year. It was an

turned down primarily because the sales department didn't think it possible to sell some 40 or more cars a month. They were probably right for, unlike the later 1973 Carrera RS, the 911R was rather too



Left: Driven by Jo Siffert, Dieter Spoerry, Charles Vögele and Rico Steinemann, the 911R was driven non-stop for a period of four days and four nights to set a series of distance records



with a rather serious problem. According to rules applying to setting world records, they had only 48 hours left to repair, or replace, the car in order to repeat the attempt, otherwise Porsche would be out of the running. Ferdinand Piëch immediately called a crisis meeting, but it didn't seem there could possibly be enough time to come up with a solution.

Peter Falk, Porsche's competition director, finally suggested an adventurous proposal: drive a pair of 911Rs to Monza, with chassis number 002 serving as back-up and spare parts carrier for chassis number 001.

Heinz Bäuerli, the company's chief mechanic, and Albert Jünginger set out to drive 002 to Monza in a breathtaking race against time, with Falk and Paul Hensler following in the actual record-attempt car. The rest is history, with the 911R carving its place in the record books...

In December 1967, chassis number 11899002 was driven by Vic Elford at a

Hockenheim press day, before it was then road-registered. The car was then driven, tested and raced extensively over the next two years before being damaged sometime around November 1969. It then went on to live a hard life in Ethiopia and Eritrea before eventually finding its way back to Europe via Italy, Japan and – finally – the USA.

Other notable successes included an impressive showing at Mugello in 1968 when a 911R taken to the event as a practice car so impressed its drivers that it was entered in the event. Driven by Dieter Spoerry and Ben Pons, it finished a creditable third place overall.

But it is the long-distance events for which the 911R will be best remembered. In September 1969, Gérard Larousse and Maurice Gelin were entered in the gruelling Tour de France (no, not *that* Tour de France...), a test of endurance which consisted of a total of 20 sprint races and hillclimbs held over a six-day period. They

won the event outright, with Porsches also finishing in third, fourth and fifth positions. The same car then went on to win the Corsica rally, also at the hands of Larousse and Gelin.

The following year, Larousse and Gelin were entered in the Tour de France once more and during preparations for the event Larousse famously threw down a challenge to his mechanics: if they could lighten the car sufficiently to get its weight below the magic 800kg mark, he'd give them a case of Champagne. They did, and he honoured his end of the bargain. Sadly, though, the car was beaten into third place by a pair of factory Matras.

Today the 911R serves as the inspiration for countless 'hot-rod' 911s, its less is more attitude striking a chord with those who prefer life without spoilers, overly-wide wings or turbo-enhanced power. That Porsche chose the 911R as its inspiration behind a limited edition no-frills 997 is, therefore, entirely understandable... **PW**

Above left and right: Prototype R3, equipped with Sportomatic transmission, was victorious in the 1967 Marathon de la Route

Below: Gérard Larousse at speed in the 1969 Tour de France. Partnered by Maurice Gelin, he won the event outright following six days of sprint races and hillclimbs



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TECH: HOW TO

ANOTHER TURN OF THE SCREW

One of the lesser but still thoroughly irksome issues afflicting Porsche's M96 and M97 engines is the corrosion, seizure and breakage of the exhaust-manifold securing screws. It usually means drilling out their remains, with all of the difficulties and dangers that can bring, but a new jig from the US greatly simplifies the job – even with the engine still in the car. Story and photographs by Chris Horton



The Turn of the Screw is a well-known gothic ghost story, written by American-born novelist Henry James, and originally published in 1898. The phrase has since come to be used as an idiomatic description for a bad situation that is becoming even worse, but in this automotive context quite the opposite is the case. Stomski Racing's drilling jig makes quick and easy work of removing broken exhaust-manifold securing screws in Porsche's M96 and M97 water-cooled flat-sixes, and although for clarity and convenience we have shown the job being carried out on a separate cylinder head on a workbench, it was designed to allow simple in situ repair, too. It's fair to say that Northway technician Paul Stacey (left) was initially somewhat sceptical of the kit's value, but within literally just a few minutes was grinning broadly at its simplicity and effectiveness. It looks pretty good, as well!

Many engines with light-alloy cylinder heads suffer from issues with the mild-steel studs or screws securing the exhaust manifolds, but Porsche's M96 and M97 flat-sixes do seem to have become particularly notorious for it. Usually, the

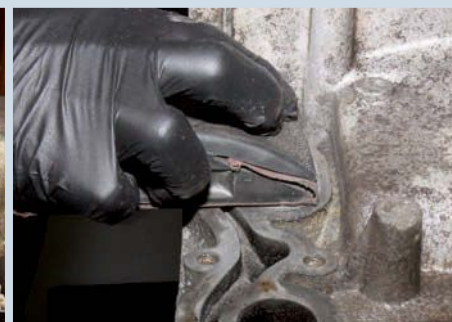
first problem is finding a socket wrench that will reliably fit the invariably corroded head of the screw(s) – although these reverse-fluted grippers/drivers by tool manufacturer Irwin (top row, far right) often do the trick. Trouble is, if the head of the screw is that badly rusted, then it will almost certainly break off when you attempt to undo it.

Heat helps, of course, but for it to be truly effective you need oxy-acetylene gear. End result is that you will have to drill out the remains of the screw, and cut a new thread, but that is awkward at the best of times, and requires pinpoint accuracy.

New Stomski jig is designed to make the process as painless and as failsafe as possible, even with the engine still in the car. First task is to grind or finish the protruding stub flush with the surface of the head, and then lightly to abrade the area where the tool will locate – precision is understandably essential. Jig is

secured using any 'surviving' holes – or even screw stubs, if that's all you have to work with – plus two special screws and threaded sleeves (although we can't help feeling that three would be better still). So it makes sense to clean out the threads with the appropriate

M8 x 1.5 tap – and one of those is supplied with the kit. Smaller of the two drilling guides is then dropped into position and secured with a button-headed Allen screw. Before you start drilling in earnest, though, lightly mark the broken surface of the screw, and remove the sleeve – but obviously not the jig itself – to make sure that you really are absolutely central

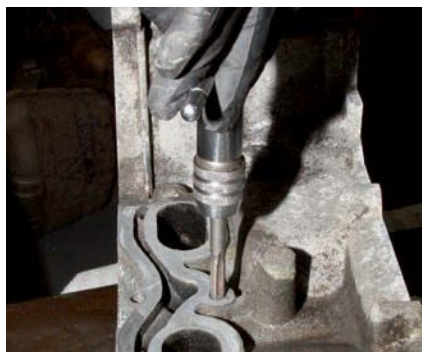


The modern Porsche technician – and even the amateur enthusiast – today has at his disposal an almost implausibly broad range of high-tech tools and materials with which to service and repair Stuttgart's finest, and the like of which would have been unimaginable even just a couple of decades ago.

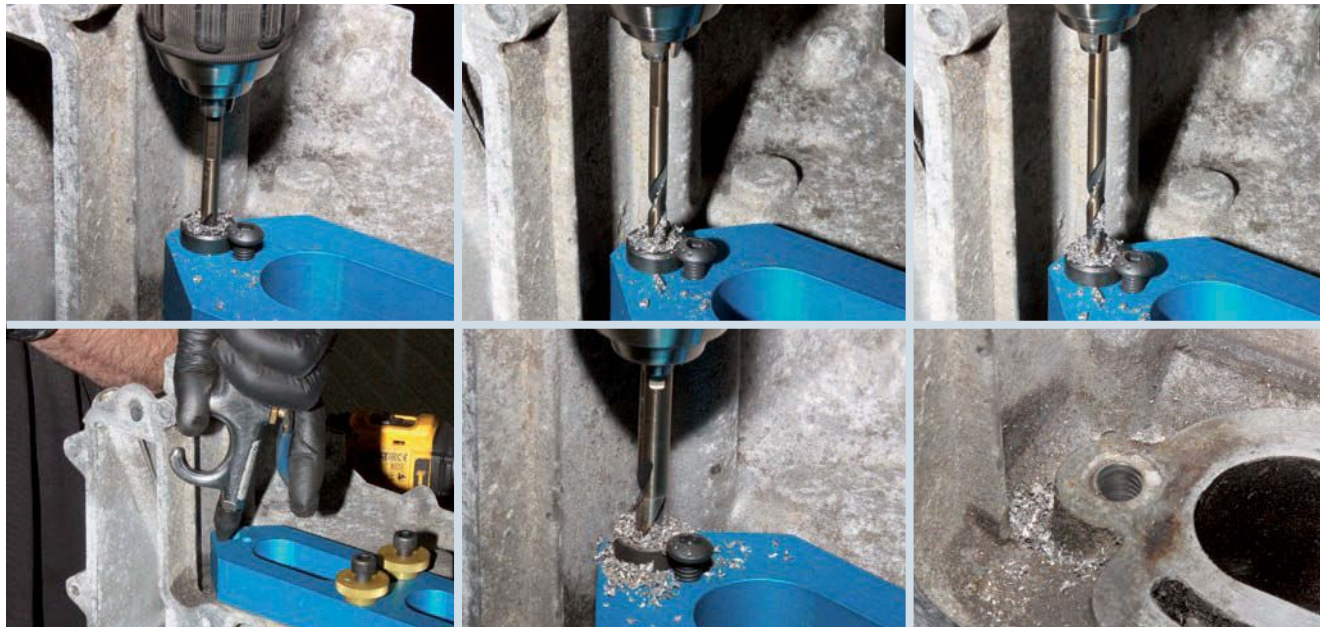
But arguably one of the most important and valuable of those materials is also one of the simplest and the most cost-effective: a tin, a tub or a tube of so-called assembly paste, or 'copperslip' as it is so often – but frequently incorrectly – referred to. (The *real* Copaslip, consisting of micro-sized particles of copper in a semi-synthetic base lubricant, was developed during the late 1950s, and

is today a brand owned – and zealously protected – by Molyslip Atlantic Ltd of Oxfordshire; more at www.molyslip.co.uk. In much the same way that only a genuine Hoover vacuum cleaner is a 'hoover', only genuine Copaslip is, well, copperslip.)

The logic of the stuff – which a caring and conscientious mechanic will put at least a dab of on anything and everything likely



TECH: HOW TO



to benefit from it – will be obvious to anyone who has ever done more to their Porsche than, say, change the windscreen wiper blades. For reasons best known to itself – but almost certainly due to the minuscule cost it would have added to the manufacture of each vehicle – the company has always assembled its products completely ‘dry’, that is to say with no lubricating or corrosion-preventing grease on any of the hundreds of fixings. To a certain extent that is perfectly reasonable: a significant number don’t require it. But others – particularly those with dissimilar metals, ie steel and aluminium, in close proximity to each other, and also exposed to the elements – most certainly do, if only to stand the remotest chance of being disassembled again in the future without recourse to oxy-acetylene gear.

Which is all an arguably slightly petulant but we think none the less justifiable way of

suggesting that given just a little more foresight on the company’s part, and perhaps fractionally more investment, many thousands of Boxster, Cayman and water-cooled 911 owners would not today be facing the distressing and certainly hugely annoying and potentially expensive problem of badly corroded screws securing the exhaust manifolds to the cylinder heads. Making said screws, which are subject to a lifecycle of intense heating, cooling and then heating again, out of a metal with rather more torsional strength than puff pastry might have helped, too.

If you are lucky, and if your car is particularly well cared for, or has covered a very low mileage, then perhaps only one or two will break as you attempt to undo them. (And that assumes, of course, that their heads have not rusted to the point that no conventional socket wrench in the world is ever going to grip them satisfactorily.) If you

are unlucky, then the tally of breakages could soon be heading for double figures – and no doubt someone, somewhere, will have recorded a ‘full house’. In which case it is game over – and even one or two breakages could well mean calling in specialist help to get you out of trouble.

In truth, such help is not necessarily going to have to be *that* specialised – although experience and confidence are undoubtedly important. Drilling out a broken screw or stud, and perhaps then fitting an appropriately threaded insert for a new fixing to grip, is actually a pretty basic engineering skill. As always, however, overall success depends on absolute accuracy in every respect, and especially during the initial drilling process. Unsurprisingly, the underside of the blunt end of a motor vehicle is hardly the best place in the world to achieve such precision without some kind of drilling jig – even if

Once you are satisfied that your ‘pilot’ drill is entering the broken screw bang in the centre, run it down to the appropriate depth. There will be a small air gap between the end of the original Porsche screw and the base of the hole, so stop when you feel the bit pass through into this space. Go any further and you run the very real risk of breaking through into an internal coolant passage, or even an oilway. Clear out the swarf with an air-line if you have one, or perhaps a powerful vacuum cleaner (needless to say, you should wear eye protection throughout any procedure such as this), and then fit the larger of the two drilling guide sleeves. Again, drill no further than is necessary to remove the full depth of the screw. If you’ve done it correctly you will be left with this (above, left): a nice, neat hole, ready to take that M8 tap. Indeed, such is the potential accuracy of the jig that by using a slightly smaller drill bit than the larger of the two in the kit you might even be able to pick the last vestiges of the screw threads out of the original hole. It will always be better to cut a new one, though: no point taking chances when you have successfully come this far!

STOMSKI RACING

Some of the products that we encounter in what you might call this region of the Porsche world can fairly be argued to be solutions looking for problems, but that certainly does not apply here, or to any of the many other tempting goodies in the company’s 20-page A5 catalogue; see the cover image over on the right. (And all are showcased on-line, of course; more details at www.stomskiracing.com.)

Designed – and beautifully manufactured – to cater to genuine needs, they include both generic tools such as piston-ring compressors, dial gauges and TDC (top dead centre) indicators, but also innovative and frankly must-have gadgets such as a patented gudgeon-pin circlip ‘injector’, and ranges of specialised but essential assembly and maintenance aids for both air- and water-cooled Porsche engines.

Highlights from the former group include head-stud installers, designed to avoid the need to ‘double-nut’ a stud in order to wind it in to the casting, a head-stud height setter, and elegantly anodised threaded sleeves used temporarily to secure the cylinders in place during a rebuild. Or how about a dedicated camshaft-nut tool, a piston/crankcase oil-squirter cleaner, or purely mechanical and thus screw-adjustable camshaft-chain tensioners? Use those to help set the cam timing, or as a bullet-proof alternative to pressure-fed or hydraulic tensioners for racing. We particularly

like the valve-lash (ie tappet-clearance) adjuster, too, with its provision for a separate dial gauge for consistency and accuracy, and the similar device for accurate camshaft timing.

For the mainstream liquid-cooled engines there is both the exhaust-bolt drilling kit shown here and an equally useful heat-exchanger tester, and for the rather more specialised GT3/996 Turbo variants such delights as a cylinder press (to remove and fit the liners from and to the water jackets), a single camshaft-sprocket tool (to avoid having to buy the two that Porsche says you need), and again a full rig to help you set up the camshaft timing. There is a dedicated GT3 heat-exchanger tester, and another specific exhaust-bolt repair kit – and even camshaft profile plates to ‘rough in’ the shafts prior to precise timing.

Chassis-wise, the company offers a number of Rose-jointed control arms for the water-cooled cars, a front tie-rod and anti-bumpsteer kit, strut mounts, fixed and adjustable thrust bushings, solid and semi-solid engine mounts, several brake-caliper adaptor kits – one of which allows the fitting of 996 Turbo calipers to naturally aspirated cars – and even stainless-steel brake pistons. Indeed, about the only things we would question are the 911 piston and con-rod with a built-in clock, or the 911 cylinder wine chiller – although the rocker-arm wine-bottle stopper is actually rather appealing!



Stomski catalogue (left) is packed with must-have tools for anyone serious about doing as much as possible of their own M96/97 repairs and upgrades – including Turbo and GT3 variants. There is much for air-cooled enthusiasts, as well. Prices for UK buyers will naturally depend upon latest currency fluctuations, but if all the products are as good as this drilling jig – and we feel they must be – then that has to be a very minor consideration

Kit comes neatly packaged in a handy plastic carrying case.

At its heart is that beautifully CNC-machined chunk of aluminium alloy, suitable for use on all mainstream M96 and M97 engines. (There is another set for the GT3 and Turbo.)

Also provided are all the necessary fixings temporarily to secure the jig to the cylinder head – either on the workbench, as shown in this story, or else with the engine still in the car – and two drilling guide sleeves.

It might sound too good to be true, but the fact is that it all works beautifully,

and we highly recommend this kit – to professionals as well as to amateur enthusiasts, and perhaps particularly to the former, who will face this problem sufficiently often that the modest cost will be recouped many times over

A further sleeve, with a marginally larger internal diameter (right), guides the tap with which you will finally recut the thread for a new screw. Also supplied is an extension rod that will allow you to rotate the tap without parts of the cylinder head getting in the way (top row, far right). Get it right – as did our man Paul, of course – and this is what you will see at the end of the job: a perfectly formed M8-threaded hole, ready to take a new screw.

Note that the screw shown here (far right) is one of the jig securing screws, used purely for illustrative purposes. Shown near right are the drill, taps and special threaded inserts from a Würth Time-Sert kit: use those if because of the cylinder head's local condition there remains any doubt about the possible longevity of the repair – or if you are likely to want/need to remove and refit your manifolds on a regular basis

THE KNOWLEDGE

The Stomski kit shown here, which in the United States retails for \$342, provides literally all of the specialised tooling you should need successfully to drill out the remnants of a broken exhaust-manifold screw(s) on any mainstream M96 or gen 1 M97 engine. (There is, as we have said, a separate kit for the GT3 and Turbo variants.) In addition you will need the usual selection of workshop equipment, including a jack and axle-stands if you intend doing the job 'on the floor' – always make sure the car is safely supported before you venture beneath it – and not least a suitable drill, either electric or perhaps air-powered.

Such is the potential accuracy of the process that no additional threaded insert should be required, and so none is supplied – you simply recut an M8 x 1.5 thread in the 'new' hole using the tap supplied – but if necessary you'll have to track down the appropriate Time-Serts from Würth. Find your nearest trade counter at www.wuerth.co.uk. You will also need new exhaust-manifold screws, of course, and gaskets – and perhaps even manifolds, if that was your motivation for taking the old ones off in the first place. And don't forget that dab of either Copaslip on the threads or, to take advantage of its almost unbelievable stickiness, the equivalent 'Montagepaste' (ie Assembly Paste) from Porsche itself – part number 000 043 004 00 and, even at £17.42 a tube plus VAT, well worth having in your toolkit.

Whether you tackle all six screws on one cylinder head (or the total of thus 12 per engine) in one hit will be down to your own preferences, and not least the time available to you, but plainly it makes sense to do so. They will all be in a similar condition, and once the castings have been rethreaded and fitted with good-quality screws (and some Copaslip, of course!) the installation should be good for the life of the

car. From Porsche new screws typically cost £1.28 apiece plus VAT (part numbers vary, so order against the vehicle's VIN), but even equivalent stainless-steel items can cost as little as pennies apiece on the after-market.

You'll find any number of fixing suppliers on-line, but ideally go for a specialist who will be able to provide not only exactly the right length and the best material, but also the correct tensile strength – we started with www.ukstainless.co.uk, but for anyone in the London/M25 area the well-known Southall-based F P Herting & Son (it's pronounced 'Harting', by the way) is well worth a call: 020 8606 7000; www.hertings.com. Either way, make sure that you get a full complement of the best-quality parts available. As ever, you

want to do this job just the once.

Our thanks, of course, to Stomski Racing for its enthusiastic help with this story, and not least to technician Paul Stacey at independent specialist Northway Porsche in Beenham, Berkshire: 01189 714333; www.northway.co.uk. Interestingly, Paul was just a little sceptical when we first showed him the kit – for many years he and his colleagues have dealt with the problem by means of lots (and lots) of heat, MIG-welding a nut on the end of any broken stud (which obviously has the same effect), or even drilling and tapping free-hand – but within just a few minutes even he was smiling broadly at the ease and the speed with which he was now able to do the job. Result!



you have the luxury of raising the car to a more comfortable working height on a proper garage lift.

We were naturally interested, then, in precisely one such kit now being manufactured by US-based Stomski Racing. 'With more and more broken exhaust bolts reported on the water-cooled engines,' writes proprietor Steven Stomski, in the instruction leaflet that comes with the kit, 'the headache of repairing them is becoming epidemic. Tasks ranging from a

simple exhaust-system update through to engine removal are consistently plagued by snapped, rusted and broken bolts. Rarely can accurate removal of the broken item be performed with the engine in the car, and even after removal the task is time-consuming, and if not done correctly can lead to either a faulty repair or even a damaged cylinder head.'

The company kindly sent us a kit to try, and the results, with the expert assistance of technician Paul Stacey at Northway

Porsche, are shown in the accompanying photos. Ideally, of course, we might have done the job on an engine in situ in a car, because the device is designed to facilitate just that, but that would have meant waiting for a suitable candidate to turn up – and suddenly, of course, there were none to be found. And besides, it would also have made the job that much harder to illustrate. Forgive us, then, a minor 'fudge' for the sake of speed and clarity. You will, as the saying goes, get the picture. **PW**



911 & PORSCHE WORLD PICNIC

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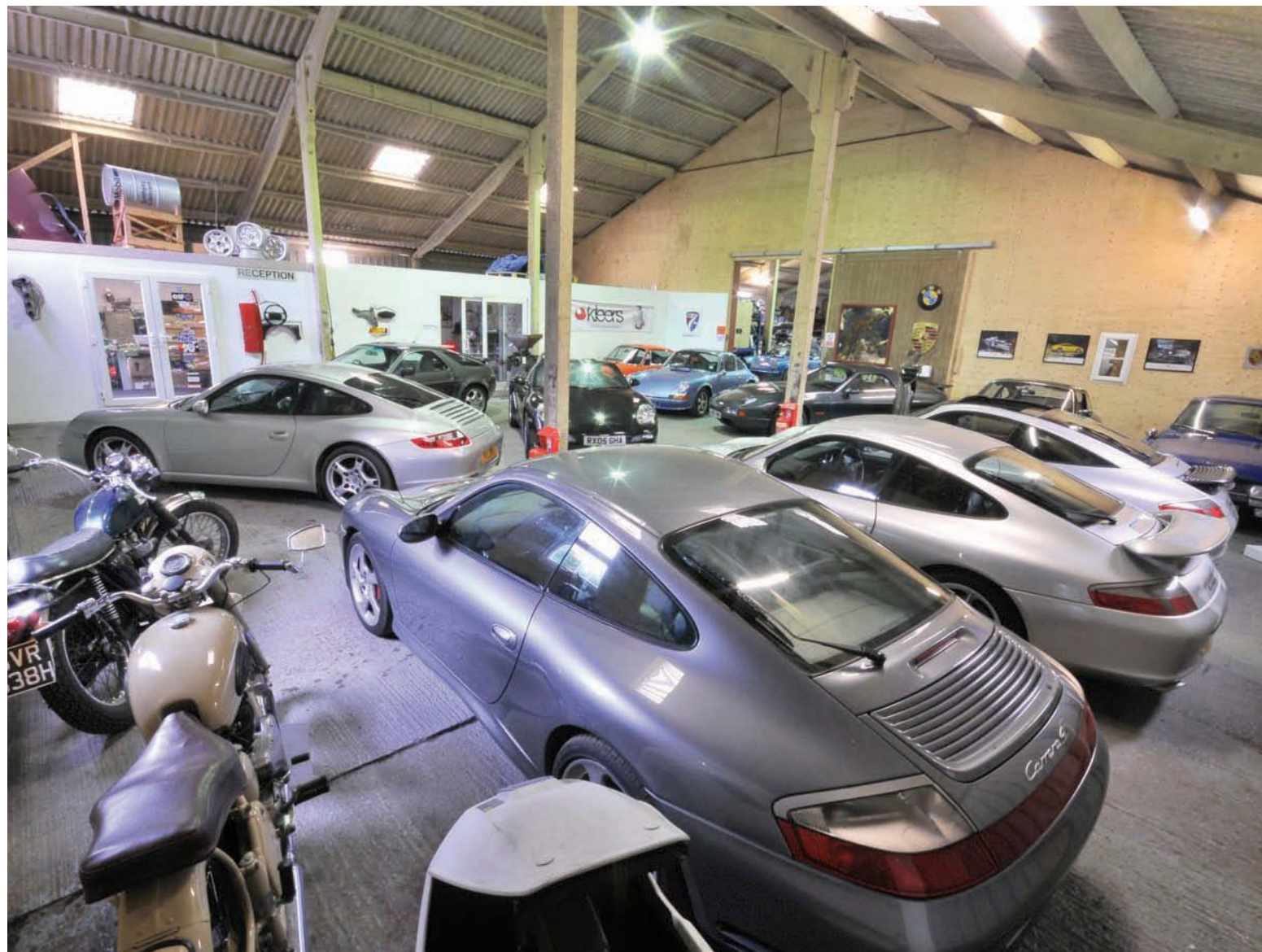
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PIE PERFORMANCE

Hiding its light under a bushell, or just off the beaten track? A bit of both as *911&PW*'s East Anglian contingent discover Porsche specialist PIE Performance on the doorstep

Words and Photography: Brett Fraser



Mother Nature is on a recruitment drive for noahsark.com on the day that we visit PIE Performance's rural Suffolk hideaway. Even on full pelt the wipers struggle to penetrate the deluge, and the rough track that leads up towards the East Anglian Porsche specialist has turned into a section of white water rapids, except that the water is brown due to the amount of soil being skimmed off the fields and sent tumbling down towards the valley.

For a moment we wonder whether this is actually the place we're looking for, but a sign seen dimly through the downpour suggests that it is. We meander through a farmyard and eventually see a handful of Porsches parked outside a large but unprepossessing agricultural building. PIE's

signage is modest and creates the impression that the company probably is too, so when we dash in through a plain metal door it comes as a pleasant surprise to discover a plethora of Porsches from all eras.

PIE's owner, Chris Lansbury, has obviously witnessed similar reactions to ours many times before. 'Is this what you were expecting to see?' he laughs. Well, to be honest, what with the farmyard location and all, we'd been expecting a much smaller operation; a single ramp, perhaps, and a handful of cars. Instead, we find that PIE occupies the whole of this large agricultural building, with one end acting as a showroom for up to a dozen cars, and a bigger space given over to five ramps, second-hand parts storage, and an engine-building room; the place is also packed with Porsches awaiting servicing,

repair and restoration.

'I never set out to start up this business,' Chris admits, 'despite being a qualified engineer. But I have always been around Porsches thanks to my father being a car trader – the first Porsche I ever drove was a 1969 911S, on a private road because it was before I had a licence. I later went to work in the City (of London), where the stress was so bad that I needed to have some form of relief from it.

'That relief came in the form of a 911 3.2, bought as a restoration project. It was a two-owner car and was absolutely lovely, even if it was covered in dog hairs! I spent a fortune on it, restoring it using only genuine Porsche parts. Ultimately I got it into concours condition and I have such fond memories of it that I'm now after another 3.2.

'After the success of that 911, Dad [John,

A healthy mix of old and new in PIE Performance's expansive showroom and, so this caption writer believes, the snout of a Sinclair C5 invading the bottom of the picture



Space isn't an issue for PIE Performance as can be seen. The large farm building is split between showroom and workshop



co-owner of PIE] and I bought a 928 S2 to restore together, but when we performed a drop test on it we discovered that it had been hit in the rear and the shell was twisted. Ethically we decided that there was no way we could sell that car on, so we broke it for parts. That process was so successful that we started to buy in 924s and 944s to break; some of our parts customers began asking if we could fit them, too, and so developed another strand of our little cottage industry. Then we bought another 928 to strip but found it was too nice to break; we fixed it and sold it on, which was sort of the start of car sales.'

Initially Chris was running PIE in his spare time, but when the recession began to bite hard in the City, he decided to take voluntary redundancy and turn a hobby into a living. 'So three years ago I moved over here with Dad,' he smiles. 'Three days a week I also had Hannah, who still does all my paperwork and administration. However, I couldn't find any technicians I was happy

with so I did all the work myself.

'Here in East Anglia we're lucky to have a wealth of Porsche owners, and I found myself getting busier and busier. Somewhat adding to the workload was the fact that I was also building my own house. I'd had to sell my mostly restored 964 C2 to pay for

Pomerans came on board to handle PIE's marketing and car sales. We'd been doing well with sales, yet weren't really selling enough cars quickly enough. Sales have now trebled, and we shift about 50 cars a year. My ultimate goal is to be selling 10 cars per month, but I'm quite realistic with

“Chris took voluntary redundancy and turned a hobby into a living”

the building plot – Simon from Pro-9 bought it for a customer to have backdated. My wife-to-be went mad when she found out I'd sold it, as we'd had some good times in that car.

'Anyway, I needed some help, and Ash Martin joined us as lead technician – he also runs the workshop. I've also now got Adam and Billy. Two years ago Jan

my business plan and this year I expect us to sell three cars a month. We managed to move three in December and another three in January, months when you traditionally expect that nothing will shift, so the signs are already promising.

'I like to think we try that little bit harder with our sales cars, and we self-warrant each and every one. We also treat each



Green and mean! Much modified 930 Turbo sits in the workshop waiting for attention

TECH: SPECIALIST



PIE's business started from breaking 924s and 944s, plus the odd 928. They hold plenty of spares stock for all models

one to new wipers and battery, reseal the roof if it's a convertible, recondition the wheels if they're in any way damaged, carry out a major service, even if it's only recently had one, valet it and issue a full year's MOT. All this makes for happy customers, and happy customers are our best form of PR: many of our sales come from recommendations.'

Personal recommendations from satisfied customers also drive a lot of trade into PIE's workshop, which is equipped to handle most of the needs of most Porsches, as Chris explains: 'We of course carry out basic servicing, and we repair and recondition engines and gearboxes. On the tuning side of things we offer remaps and uprated exhaust systems, suspension, brakes and wheels. We have fixed-price

menus for all the common Porsche ailments on all the various models, including, of course, an IMS bearing upgrade. We do some restorations and, through a trusted partner, offer a re-trimming service; we don't, however, do run-of-the-mill paintwork – we simply don't have the space for a paint booth.'

Spend a few moments in PIE's bright and spacious waiting room and you'll see that the company is also a stockist for Powerflex suspension bushes, Milltek exhausts, Evans Waterless Coolant and Kleens cleaning products – the latter is a British company based just down the road from PIE in Sudbury, and which comes in to valet the sales cars. An online shop is currently in development to sell these accessories, as well as spares, etc.

Although clearly keen for PIE to prosper, Chris is adamant that the company should do so from a solid base. 'I think it's very important that my team has the best tools to do their jobs, and that also means getting the right training. At the moment all the money we're making is being reinvested in the company – for instance, I'm about to buy a new Porsche diagnostic system so that we can stay on top of the very latest models. This year I've also bought a sophisticated new dedicated suspension tracking ramp, and we've recently taken delivery of a new air-conditioning system machine. My view of any job we undertake around here is that if we're going to do it, we're going to do it right!'

Further expansion is in Chris's sights, too. 'I want PIE to be around in another 20



Air-cooled engine bench stripped and ready for rebuild, PIE Performance has separate engine building room. IMS upgrades are carried out on M96/M97 engines

Subtle signage and unassuming steel doors, but inside it's a real Porsche enthusiast's business. Below and left to right: New boy, Billy. Main man, Chris Lansbury and father John



years. Meanwhile, though, I want to bring trimming and painting in-house and have a larger showroom: that will mean another move. I don't want to stand still, and I have a grand vision of what I want the company to be and to look like.'

Committed businessman he may be, but Chris also has a wider understanding of his company's significance in the Porsche world. 'With a company like PIE you have to realise that you're not just in business, you're part of the Porsche community, part of the social scene for enthusiasts.'

'We have close ties with the Porsche clubs. TIPEC [The Independent Porsche Enthusiasts Club] and Porsche Club GB come here for the open days that we host a few times a year. We also support TIPEC at the Cars on the Green event (Held annually in Bury St Edmunds) – we'll be taking along

a handful of interesting Porsches but we won't have any leaflets or branding – that's not what it's about, and it means that people can see that we're not simply here to take money off them. We're happy to support the club, because they support us.'

tail), but are there any other Porsches on his wish list? 'Well, I still have a 914 at home, but now that I'm a family man I need something with four doors. A while ago I had a Cayenne Turbo which was fabulous, so very, very fast. But oh, the fuel

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“ You're not just in business, you're part of the Porsche community ”

The rain has abated by the time we take our leave of PIE Performance. Standing outside chatting with Chris, his enthusiasm for Porsches pours out in every sentence. He's already told us he'd like another 911 3.2 (Guards Red, no whale

consumption... So now I'm looking at the Panamera. I need to decide between diesel and petrol, but really, you've got to have that V8 noise, haven't you?'

Chris, you're our kind of Porsche specialist. **PW**




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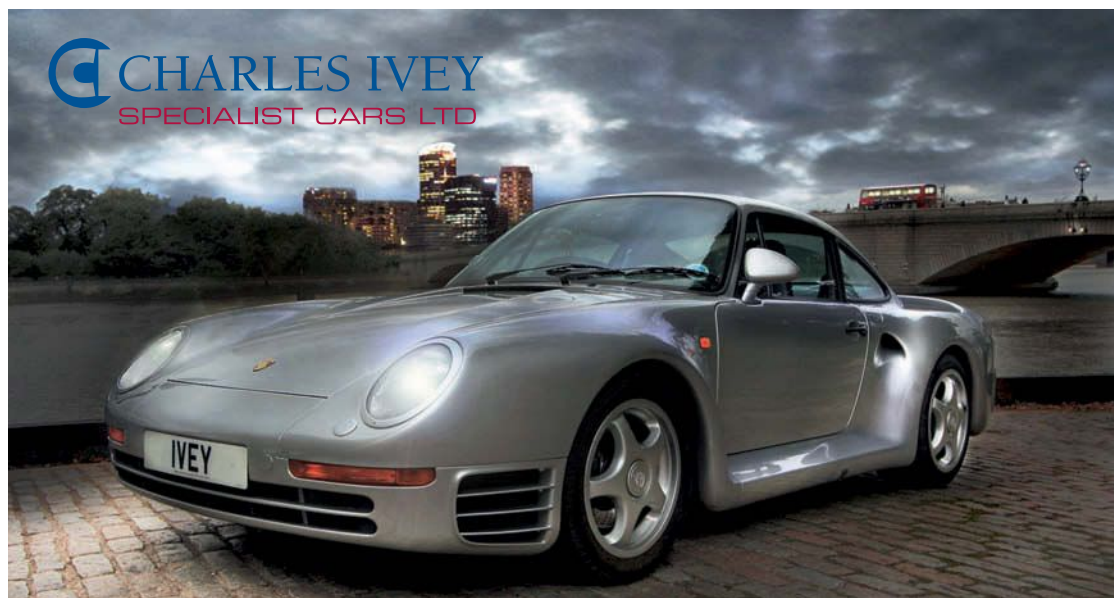
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PROJECTS

We don't just write about Porsches, we drive and live with them, too

THE TEAM

STEVE BENNETT

996 C2/944 LUX

Read all about it! Yes, the 944 is back and now I've got two Porsches, a state of affairs that isn't in any way practical and really can't last. But which one will go? Now that's going to be a very tough decision.



KEITH SEUME

912/6 'EL CHUCHO'

It's always the small things that take so long to sort with any project, but I think I'm there with 'El Chucho.' Now to start using it properly and what better than to head for Classic Le Mans. More next issue.



CHRIS HORTON

924S, 944

Stop press, and hold the front page! The 944 lives at last. A coolant leak, a gummed-up fuel injector, and currently no steering or generator belts – but at least the engine starts and runs. Full story next time



PETER SIMPSON

911 2.7 TARGA

The 2.7 is having its engine removed to be sent away for the big rebuild. Which means progress and the body can get some much needed welding and maybe, just maybe, I'll be getting somewhere again!



BRETT FRASER

BOXSTER 3.2S

Life with an old Porsche is never simple. The door handles on the Boxster have been playing up, which also affects the window solenoids. Fortunately Precision Porsche came to the rescue and rebuilt them.



JOHNNY TIPLER

BOXSTER 986/996 C2

We're still a two-Porsche household as Mrs T's Boxster refuses to shift. Oh, well, maybe we'll just have to keep it! The 996, meanwhile, happily forges on and has recently sailed through its MOT.



ANTONY FRASER

996 GT3, SC, TRACTOR

Rather like the above Mr Tipler, my 996 GT3 is also refusing to sell and is back at base.



Meanwhile, father in law, Mike Crouch's, Boxster has been to stay and we've been sorting out the door locks.



RETURN OF THE 944

Yes, it's true, Bennett's 944 returns to base with its freshly rebuilt engine and a whole lot more. He's a happy boy!



Out of sight, out of mind. My 944 has been away for so long that I'd almost forgotten about it. But then Porsche started to make a big noise about the 40th Anniversary of the 'Transaxle' cars and I kind of remembered that I had one. Well, the story isn't quite as casual as that, but certainly there was a part of me that wasn't in a great hurry to pay the bill for the 944's engine rebuild. And besides, all the time it was sitting in the corner of Augment Automotive's nice warm workshop, it wasn't accruing any miles, something that I'm very good at, having stuck 20,000-miles on it in two years.

It would be easy to point the finger at Augment Automotive but, in fairness, we were in this together. Much time and effort had been expended on experimenting with injectors that didn't want to play the game, and then there had been two workshop moves, too, plus installation of a new rolling road. My 944 was being fitted in around other projects and it was a bit of test bed, which would be of benefit to me in the long-run. But what had put it out of action in the first place? Time to rewind.

This whole saga starts with the purchase of said 944 from dealer Paul Stephens back in 2012. It was/is a stunner in Diamond Blue metallic, a colour that looks like it's come straight off the Audi 2016 colour configurator. I've had all the typical '80s 944 colours: red, black, white, but this looked much more contemporary. With just 80,000-miles on the clock, it was completely standard, right down to the original radio

cassette unit. It even had a working digital clock, which, as all 944 perts will know, is a very rare thing indeed. I should have just left it alone, but that's just not me.

I've spent too long mucking around with cars to just simply 'leave them alone' and so I was weak. I had the opportunity to test Augment Automotive's 944 mods on a couple of cars. I knew exactly where father and son – David and Tom Barker – were coming from in applying modern fuel injection and electronic tweaks to the old 2.5 lump. Ridding the engine of its primitive air-flow meter is the first step. This flap is just a mechanical hindrance, which restricts air-flow into the engine, and blunts throttle response, but the ECU relies on it for most of its fuel and ignition calculations. Most '80s fuel injected cars use this system.

Augment's system is far more up to date, using a straight through intake and measuring the engine's air and fuel requirements via a throttle position sensor and ambient air flow and temperature. The standard ECU casing and wiring is retained, but the internals are much modified, with modern chips and processors, which enable the ECU to be programmed. Augment also do away with the clockwork ignition, opting for a distributorless, 'wasted spark' set up. New, modern fuel injectors are used, too, with wider spray patterns to fill the combustion chamber.

The results are impressive. Whatever Porsche might claim, no 2.5-litre 944 we've ever rolling road tested has made 163bhp. A tad over 150bhp is the best I've ever seen from a 944, with 138bhp being the worst,

Budget Porsche motoring. Bennett's two car stable is valued at comfortably under £20k, which he seems strangely proud of

STEVE BENNETT

944 LUX/996 C2

Occupation: Editor, 911 & Porsche World

Previous Porsches: 911 Carrera 3.2, plus numerous 944s

Current Porsches: 944 Lux/996 C2
Mods/options: 944: Augment Automotive ECU and camshaft, Koni dampers. 996 C2: Eibach springs
Contact: porsche.world@chp ltd.com

This month: The 944 is back and has ousted my daily MX-5 runaway from its cosy garage. Three cars is too many!



Far left: Check that out! Built-up engine on the bench painted and looking rather splendid with its black cam cover. Left: Cylinder head and cam being 'dialed in'. Below: Pistons sitting snugly in new steel-liner block

and that's from two cars I've actually owned. Other rolling road tests I've attended and the results have been the same, with an all time low of 121bhp. Augment Automotive concur and reckon around 145bhp to be an average. And so it was with my current car, which stumped up 144bhp when strapped on the rollers. And after Augment Automotive's mods? Well, 157bhp, which is an increase of 13bhp, which is not to be sniffed at. More than anything, though, was the big improvement in torque right across the rev range, which is what you really notice in day-to-day driving and the improved throttle response and pick-up.

Yes, we should have left it there, but where's the fun in that. Augment had been developing some new cam profiles, which lifted power to 175bhp, and I wanted some of that. Plus, there was also some new injectors to be tried, which is where things started to

go wrong. Some confusion with the injector supplier meant that the cam never stood a chance and the engine's smooth running went to pot. Much time was spent on the rolling road and then – the nail in the coffin – on a return visit to Augment for some further tweaking (and back on the standard injectors at this point) it started to overheat.

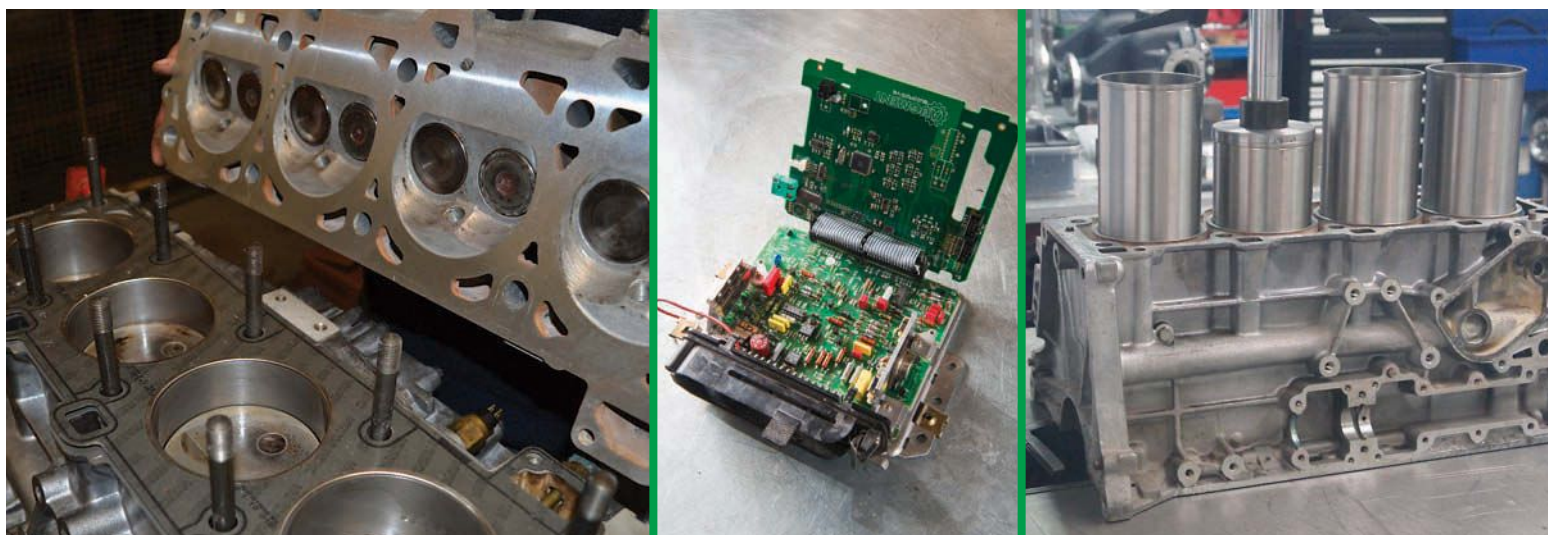
With the head off, it was obvious what the problem was. After 28-years or so, the head gasket had started to rot. More worrying, though, was the broken piston ring on the No4 piston, with the associated scored bore. So game over, then. At the very least it meant new rings all round, but when the engine is already partially in bits, and requiring a new head gasket, plus all other gaskets and seals, it would be a false economy not to go for the full rebuild. And so it began.

David Barker is no stranger to rebuilding 944 engines, but this was a bit different. It

was debatable that the block was salvageable, but it was worth a go with oversized pistons, which were sourced from the States. David fitted them and then, turning the engine engine over by hand, a ring dug in and really finished the job off. And of course a 944 block has liners with a Nikasil coating, which cannot be replaced or rebored. There was only one option: replacement steel liners. Actually, I was really quite pleased about this, even if it meant a big hold up. Two previous 944s have suffered from bore wear (No4 cylinder on each, where the cooling gets marginal) and numerous modern cars seem to be affected by coatings such as Nikasil wearing out. Witness the issues with gen 1 997s and Boxsters. Steel seems to be far more reliable, but then there's the small matter of actually doing it.

David found a local engineering outfit that were happy to take on the job. Although

Below left to right: 944 Turbo head gasket should last many years. Head about to be attached. Augment Automotive modified ECU takes care of fuelling and ignition and fires the ASNU injectors. Steel liners being pressed home



TECH: PROJECTS



Bay looks rather smart now, with detailed engine. Note the distributorless ignition set up on front of engine and the straight through pipe running from the air box to the throttle body in place of the standard air-flow meter

they would rather remain nameless, it's the sort of outfit that looks after extremely rare classic race cars for very wealthy folk and visits are by appointment only. It's a fairly big job, taking a few goes to machine out the aluminium bore and likewise the steel liners, when inserted, to get the optimum size. But the result looks absolutely factory and should last a lifetime.

The crank received new bearings and big ends. The rods were balanced and new rings went in. The head was cleaned and pressure tested and fitted with new valve guides and recut valve seats. A new version of Augment's fast road was fitted based on an original Porsche 944 blank (Augment Automotive have found a source of these from Turkey, of all places) and machined to Augment's specification by Newman Cams in London. David fitted an adjustable vernier pulley to get the cam timing spot on. Needless to say all gaskets and seals (and there are many on a 944 engine) were replaced and the head gasket is now a 944 Turbo job. New balance and camshaft belts, alternator belt and power steering belt were also fitted.

To pretty the engine bay up, David sent various parts off to be soda blasted and the

cam cover and inlet manifold had a spruce up. The engine finally received some injectors from ASNU, which suited the cam profile, and after some running on the rolling road to further fine tune the cam timing, plus actually running the engine in with specific running in oil, it was job done, with oil pressure showing at 220 psi across all four cylinders and 175bhp.

So that's one healthy 944 engine, but that's not the end of it. In the 10,000-miles preceding the engine build, this particular 944 also received a new clutch, O/E fluid-filled engine mounts, new balance shaft bearings, new Koni dampers all round, a new set of Goodyear's finest and brakes discs and pads front and rear. I'd sort of forgotten about all that!

So, needless to say I was pretty excited about driving my re-engined and pretty much re-engineered 944. David very kindly drove it to my East Anglian outpost from Augment's Gloucester base, thus putting some further miles on it. "I think you'll be pleased with it," he said. It was a truly awful weekend, with the heavens opening every few minutes, so I gave it a couple of days before going for a proper drive. And? And... Well, it's everything that we've been trying

to achieve. Smooth, torquey and powerful, plus a rev-range that doesn't just run out of steam, but keeps on going to nearly 7000rpm. The 944's standard cam is a curious thing giving it a very flat torque curve, but with very little excitement.

Augment's cam profile, with more lift and duration, just opens the power band right up, with no loss of torque. In fact torque is up thanks to the air flow meter delete and other electronic trickery. Most noticeable is the fourth and fifth gear performance, where effortless progress can be made, where previously dropping to fourth or third would have been the norm.

I've yet to do a long journey, but I'm looking for an excuse. And I'm a two Porsche owner again, because, of course, when the 944 was out of sight and out of mind, I clearly really did forget about it and bought a 996. That brings up something of a conundrum, but one I don't have to decide on just yet. One of them will have to go at some point, it's just a question of which one. Both are too good to be used every day, and besides I have a perfectly good car for that job. For the moment, though, I'm going to luxuriate in a two-car Porsche world. Living the dream! **PW**

CONTACT

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THAT BOXSTER DOOR HANDLE PROBLEM

Life is rarely simple, but a door handle usually is, but not a Boxster door handle, which also instructs the solenoid that controls the side windows. When it all starts to seize up, then it's time strip it down and sort it out...



BRETT FRASER

BOXSTER 986 S

Occupation:
Freelance writer,
Dep Ed, 911&PW

Previous Porsches:
None

Current Porsche:
Boxster 986 S

Mods/options:
Eibach springs and
anti-roll bars,
Pipercross air filter

Contact:
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This month:
Stripping and
rebuilding the door
handles with
Precision Porsche

It started with some extra wind noise, seemingly inexplicable in origin. Then one night it manifested itself as an interior light that failed to extinguish, bathing me in an unwanted glow. The cause of my audio and visual discomfort took a while to trace and initially appeared quite banal – the passenger side external door handle was failing to ping back into position after you'd opened the door with it.

This meant that the solenoid that propels the side glass back up when you shut the door – the glass automatically drops when you open the door to give some clearance between it and the hood's rubber seal – wasn't being triggered. So the window stayed down a tad, causing the wind noise,

and the cabin light stayed on. The quick solution was inconvenient but simple – the driver had to get out, walk around to the passenger's door and push the handle fully home. Window up, sound quashed, light out.

The compromise worked fine for a while. Passengers were educated in the ritual of pushing the handle back in before they pulled the door closed once they were seated. Those who forgot could, at a stretch, fully lower the window, reach out and give the handle a bit of a whack. But then the same thing happened to the driver's door handle. And I discovered that it's quite a long way to the external handle from inside the car; and if it's winter then the outside of the car is covered in clag that

gets transferred to the right-hand sleeve of the jacket you were hoping to impress in at the business meeting you were driving to...

Occasionally the problem grew worse. Sometimes the door's whole latch mechanism would freeze, so when you pulled the door shut it sprang back open. Lubrication didn't help. Not even WD-40 would do the trick, which shows you how bad things had become. Frustratingly, there never seemed to be the time to take the Boxster into a specialist and get the handles fixed.

But then I was speaking to Jonny Harle of Precision Porsche Specialists down in Uckfield, to set up a date to visit his operation for a 'The Specialists' feature. He and his crew had seen the Boxster door

Left: Boxster door handle on the bench. Precision Porsche's Ian Florence reckoned it one of the worst he'd encountered, something that Brett seems strangely proud of





handle problem 'on many occasions and could sort it out,' he assured me. 'Book it in for when you come down and we'll get it fixed,' he insisted. So I did.

The weather had been grim when I drove down from the Suffolk/Norfolk border to Precision Porsche's East Sussex HQ. Consequently the Boxster was a mess by the time I arrived and I almost backed straight out of the pristine workshop lest I sully its clean beauty. Jonny just laughed: he admitted to an obsession with tidiness and order, but claimed he'd never turn a Porsche away on account of its road grime.

Almost before the Boxster's wheels had stopped turning, senior technician Ian Florence had the doors open and was stripping out the interior door trims. A quietly cheerful soul, Ian moved with the easy speed and confidence of someone who'd performed this task a million times before. It wasn't long until the offending passenger door handle was off the car and onto a spookily clean workbench. Then there was a glitch. Ian was attempting to strip the unit down to its constituent parts, but a couple of them were putting up a strongly united front. And yet 'defeat' clearly isn't in Ian's vocabulary – he'd determined that he was going to repair the handle rather than simply replace it with a new one, and nothing was going to stop him. After consulting with Jonny, Ian devised a

new approach towards breaking the union of the two components without physically breaking either one.

Precision Porsche's parts guru, Mark Peters, had already prepared a couple of bags of pins, washers, grommets, etc, enabling Ian to get straight on the case of restoring the handle to its original functional glory. It's with a sense of completely misplaced pride that I tell you Ian reckoned that it was the worst gunked up door handle that he'd ever seen...

The driver's side handle was restored the same way but without the drama of near-fused together components. But before putting everything back together, Ian pointed out another little problem that he wanted to sort out. He got me to feel the bottom edge of each door card as they sat on a cradle to the side of the car. Damp. Almost wet. That was, he informed me, because the polythene membranes inside the doors that are supposed to channel water that gets inside the doors straight to the drain holes, had come adrift along their lower edges. So water was now leaking onto the bottom extremities of the door cards.

The easy solution would have been to replace the membranes with new ones. But Ian's not into easy. Repair rather than replace is his motto. So he managed to stretch the membranes a little and glue them back into place. Job done, doors

reconstructed.

Ian's knowledge of Boxster foibles was so extensive that I then couldn't help but ask him another few questions. Such as, is it the seat frame that creaks irritatingly when driving on bumpy roads. 'Actually, no,' he replied. 'The creaking sound comes from the rubber seals between the metal hood storage cover and the base of the hood itself. Over time the rubber dries out and gets dirty, and then starts to creak.'

'You need to get the hood into the part raised, part closed position so that you can see all the seals. Clean them out thoroughly and then coat them with a silicon-based rubber reviver that you should be able to buy from your local motor factors. That should sort you out, although you might need a couple of goes at it.'

Part-way home from Precision Porsche I stopped for fuel and a sandwich. When I got back to the car I opened the door and... the handle worked just like a normal door handle. So I closed the door and opened it again. Then a couple more times. And then I went around to the passenger door and did the same thing.

Onlookers must have thought me insane. But having for so long endured door handles that put up a fight at every opportunity, to have them now perform their simple tasks without fuss was pure joy. So Ian, I salute you. **PW**

The bird's-eye view of Precision Porsche's immaculate workshop. They'll happily tackle any Porsche, even Brett's!

Below: While he had the door cards off, Ian also repaired the polythene membranes, which had come adrift

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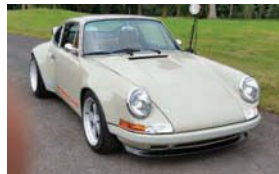


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A NEW NAME FOR Q&A – AND A NEW LOOK, TOO

Q&A is dead – or on the back burner, at least; long live *Technical Topics*! As we suggested in the August issue, there has recently been a marked decline in the number of technical queries we are receiving, such that last month the metaphorical cupboard was literally bare, and after careful consideration we decided to reflect that trend by using the space for what we informally termed matters arising. That situation hasn't changed significantly, and the new format seemed to go down well, hence now both the new title above and, inevitably, a slightly different look and feel to the spread.

We shall, of course, continue to answer any problems that you care to throw at us – both on a one-to-one basis and, where possible, published within this new section – but by and large the overall rationale of the feature will be us passing on some of the knowledge and hopefully expertise that we pick up in the course of our day-to-day work with Stuttgart's (and Leipzig's) finest. If you do have a query – and remember that we have unrivalled access to the vast majority of the UK's most knowledgeable Porsche specialists, and a number in the US, too – e-mail us at porscheman1956@yahoo.co.uk.

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IT'S EASY – WHEN YOU KNOW HOW, ANYWAY

When I started working on cars, way back in the mid-1970s, the fasteners that held them together were, by and large, as simple – or perhaps that should read as crude – as so often were the vehicles themselves: nuts, bolts, screws and washers, and only occasionally some rather fancy-looking clip or other. They did the job, they were generally very cheap and easy to make, and they required little in the way of specific tooling, either to build the vehicles or subsequently to take them apart for servicing or repairs.

Their major drawback, at least as far as the car makers were concerned, was that they were often far too labour-intensive, and so gradually there has been a proliferation of specialised fastener systems more suited to highly automated production lines. The Torx screw, for instance, with its characteristic star-shaped recess for a matching key, has almost completely replaced both those with a single slot and the only marginally more sophisticated cross-head job, and as you might surmise from its title is much less likely to slip when being turned by said key, either while being tightened or loosened. It was rather annoying, of course, to have to start buying sets of the appropriate drivers and individual 'bits' (shades of replacing all your ancient but still serviceable Compact Cassettes with CDs), but there can be little doubt that they do a far better job than pretty much any of their predecessors.

The need for speed during the assembly process

has prompted component designers to come up with many other specific fastener 'solutions' of varying degrees of elegance – but whose ingenuity can all too often be their undoing in a figurative sense rather than the more useful literal one. In the Cayenne, for example, the plastic elbow at the front of each air-filter casing is secured not by the simple worm-drive hose clip that you might expect (and which, for no doubt very sound technical reasons, persists elsewhere in the car's intake trunking), but by what look like two Torx-headed screws made from plastic. Attempt to remove them by simply unscrewing them, however, as you would a conventional screw, and you will most likely damage or even destroy them.

Far from having a thread at its business end, each 'screw' has just a simple tab, not unlike those you will find on a door key. All you have to do to release it – indeed, all you must do – is turn it through 180 degrees, such that the tell-tale tab on the head of the screw is facing away from the matching tab on the moulding below it, and instead is directly over the adjacent slot. (The photographs below should help make it clear what I'm on about.) But even now the fun isn't quite over. Chances are that the screw will be quite a tight fit within the moulding, so what you have to do next is carefully slide some suitable forked tool under the head (a trim removal tool is ideal), and gently lever it upwards as you equally gently rotate the screw

back and forth through a few degrees to wiggle it free. Repeat for the other screw, and the elbow should slide forward, first revealing the rather elegant but perhaps unnecessary chamfering of the mouldings' mating faces, and more usefully allowing you then to unclip the inner half of the filter casing for access to the element.

Reassembly, unsurprisingly, is a reversal of this procedure, but naturally being careful not to force the screws down through the plastic – a squirt of silicone spray will assist – and certainly not to turn them the requisite 180 degrees against any significant resistance that might suggest the outer mouldings are not aligned 100 per cent correctly. It is, like so many aspects of working on modern cars, dead easy when you know how, but almost impossible if you don't. Oh, and just in case you do break one or more of the screws – or someone has been in there before you, and done the same thing – they are available separately from Porsche. The part number is 955 110 269 00, and they cost £3.31 apiece plus VAT.

These photos were shot at independent specialist Precision Porsche in East Sussex, by the way, as a preliminary to the replacement of the same Cayenne's so-called tandem pump, actuating both the power steering and the adjustable anti-roll bars that lie at the heart of the PDCC, or Porsche Dynamic Chassis Control. Look out for a full how-to on this next month.



Looks like a Torx screw, doesn't it? Treat it like one, however, and it will not only fail to undo in the conventional sense, but might also suffer a breakage of the vital tab at its lower end (top, far right). Secret is to turn it through 180 degrees and gently ease it up with a suitable forked tool. Silicone spray will help it slide home when the job's done

CAN'T BUY IT SEPARATELY FROM PORSCHE? MAKE IT, THEN!

Auto Umbau's Robin McKenzie good-naturedly took me to task after reading my how-to story in the May 2016 issue about renewing a 997's forward coolant pipework by completely removing the car's front crossmember. (And the 987-model Boxster and Cayman are naturally very similar, if not identical.) 'You don't always need to go to all that trouble,' he told me. 'Admittedly we have the car up on a two-post lift when we do the job, and it can still be a little bit awkward, but I am usually able to do it by reaching in from either the side or underneath.'

Robin helpfully suggested, too, that in many cases you might be able to save money as well as time by using again the two original plastic 'T'-pieces which between them provide a crossflow layout between both the corner-mounted radiators and the rest of the pipework. (See the photograph above right for a quick overview of the pipes' layout – obviously with the crossmember removed.)

'By their very nature those plastic sections don't suffer from the same corrosion that you get in the ends of most of the other coolant pipes,' he argues, 'and at around £80 each plus VAT they add up to a sizeable proportion of the total cost of the job – whether you are paying someone else to do it, or tackling it yourself.'

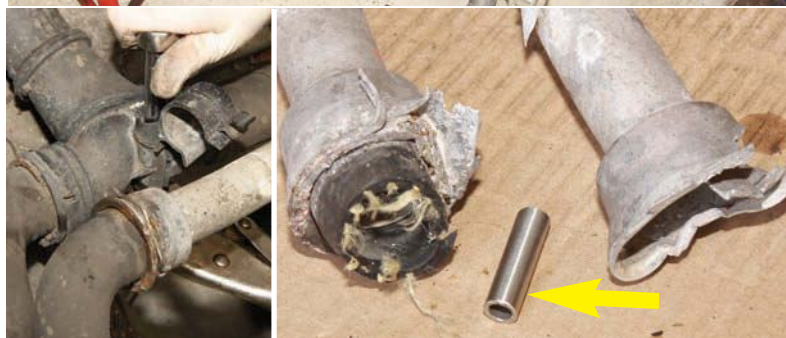
'What does cause a problem, though, is the way they are attached

to the front crossmember. There's an M6 screw passing down through an aluminium spacer inside the middle of each moulding, into a nut welded to a small steel bracket. It's there to stop the plastic being crushed as the screw is tightened. But because of galvanic corrosion you often need new spacers as well as the screws and brackets and, because the spacers aren't available on their own, new sections of pipe, as well.'

The answer, says Robin, was pleasingly simple – for him, anyway. He sourced a supply of stainless-steel tubing with exactly the right internal and external dimensions, and then had it accurately machine-cut to the appropriate short lengths. So now all that he needs to buy from Porsche when he does this increasingly commonplace job are the screw and bracket – a total of just a few pounds per side plus VAT.

How does that help you, though? Because, being the splendidly helpful chap that he is, he will happily sell fellow enthusiasts – and even other independent Porsche specialists – the stainless-steel spacers for just £16.95 per pair plus postage and VAT. You will still need all the remaining pipes, of course, and doubtless various sundries, but every little helps, as the saying goes.

For more details, or to place an order for some spacers, call Auto Umbau on 01525 861182, or go to www.classicporsche.repairs.co.uk.



No need to go to these lengths (top) to replace 987/997 coolant pipes, suggests Robin McKenzie: job can be done with crossmember in the car. And buy two of these special spacers from him (arrowed), and you might not even need the two plastic pipe sections

THERE, I FIXED IT! OR PERHAPS NOT...

It would be nice to be able to name those responsible for this atrocity (right), perpetrated on an unsuspecting 911 Carrera 3.2 Targa, but fortunately in this litigation-happy age I have absolutely no idea who they might be. And what you don't know cannot hurt you, right? (The evidence speaks for itself, but who knows what convincing argument some hot-shot lawyer could dream up to excuse it?)

My photo shows one of the car's door check-straps, designed – obviously – to prevent said door opening too far. Like so many such devices of the period it is not the most robust of designs, the repeated pull on the metal inside the door shell eventually causing fatigue fractures. (And let us not forget that even the 993

had similar issues, although those – perhaps more distressingly still – affected the door post on the body shell.)

The correct – but naturally expensive – solution, as I detailed in these pages a year or so ago (June 2015 issue, page 127) is to remove the affected door, carefully cut out the damaged areas, and then equally carefully stitch in new metal. Done properly it will be as good as new – if not better – and should easily last what is these days likely to be the life of the car.

Or you can bodge it up like this, most likely without even disconnecting the strap for better access, and hope that any buyer inspecting the car will be taken in by the shiny new paintwork and refurbished Fuchs alloys. Buyer beware? You bet.



Anyone who can carry out a 'repair' like this on any vehicle, never mind a potentially £25K Porsche 911, really ought to go back to nailing bits of wood together with a brick. What else might they have done that you cannot see? How do they sleep at night?



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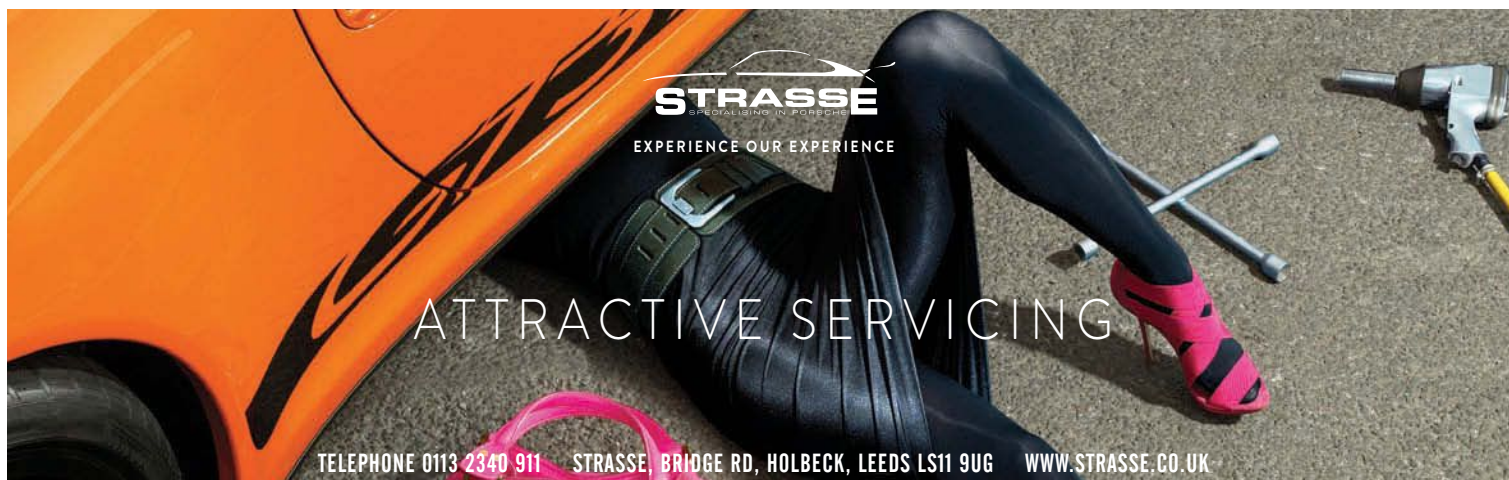


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PUTTING A LID ON IT

It was the obvious evolution of the Boxster, that was to put a roof on it and turn it into a Coupe, or a Cayman as it would become known. If the Boxster was considered to be almost the perfect sports car, then the Cayman finished the job off, with its added rigidity and perfect flat-six, mid-engined configuration

On 23rd February 2005 there was good news for those who respected Porsche's Boxster but for various reasons felt a soft top, even a mid-engined one, could never be considered a true driver's car: the announcement of the Cayman S. More powerful than the 987-series Boxster S it was based on, and with more of a hard core look to its closed bodywork, the Cayman S slotted in between the Boxster and 911, and promised to maximise Porsche's traditional values of performance and efficiency.

When the Cayman S finally went on sale across world markets in late November of the same year, Porsche was found to have delivered in full, the coupe's engine/chassis combination and sharp looks delighting enthusiasts and even raising the question of whether it was worth buying an entry level 911 when this was available. Even though it was little more than a hard top Boxster, Porsche had very successfully added a new and crucial model to its range, and a

practical one, too, with its hatchback tail.

Although now into its second generation, the original Cayman still looks remarkably fresh and undated, but a decade is a long time for any model and these early cars can now be purchased for as little as £11,000–£12,000. But, as is well known, Porsche powertrains from that era did have issues, so are we looking at a bargain "junior" supercar, or are the first Caymans more likely to be a cause of financial grief? Here we concentrate on cars from the beginning of production up until the first big milestone, late November 2008 when the gen 2 cars featuring new engines and the PDK gearbox were introduced.

DESIGN, EVOLUTION

For the first six months only the Cayman S was available. It used an enlarged, 3.4-litre version of the 3.2-litre water-cooled, dry-sumped flat-six in the Boxster S, with the 911's VarioCam Plus variable valve timing, producing 295bhp at 6250rpm and 251lb ft torque from 4400rpm. These figures were

5.4 and 6.4 per cent up on the Boxster S, and with kerb weight much the same as the Boxster S the power-to-weight ratio was more favourable, too, at 220bhp per tonne. Few would notice the difference in performance, but – symbolically, and importantly in the Porsche hierarchy – the coupe was a whisker faster: in manual form 0–62mph was 5.4sec, a tenth quicker than the Boxster S, and top speed was 171mph, 4mph more.

The standard transmission was a six-speed manual, the same gearbox used in the Boxster S, but with shorter first and second gears. The automatic option was the Tiptronic S five-speed, with shifters on the steering wheel for a manual change. Braking behind the 18-inch wheels was as per the Boxster S – 318mm vented front discs and 299mm solid rears, all with four-piston calipers in red – but the suspension springs, dampers and the anti-roll bars were firmer, while Porsche Stability Management (PSM) was a standard fit. At launch time the Cayman S cost £43,930, although on most cars options would push

It's really just a roof job on a Boxster, but the transformation was more dramatic in metal than, perhaps, on paper and added a useful 'new' model to the Porsche line-up





Interior benefited from the Boxster 987's general improvements in terms of quality of fittings and materials. Base models are unlikely to be very highly specced. Rear tailgate made the Cayman remarkably practical. There's more luggage room up-front, too

that up considerably (the not often specified Porsche Ceramic Composite Brakes were over £5000). It was £4770 more than the Boxster S and £15,140 less than the cheapest 911.

At £7710 less, the plain Cayman was launched in late July 2006, using the 2.7-litre Boxster engine of the time. It was more powerful than the Boxster, but this time only marginally so, 245bhp and 201lb ft at 4600rpm compared to 240bhp and 199lb ft. A five-speed manual transmission was standard with the extra ratio optional, and 17- rather than 18-inch wheels were fitted. Brake calipers were black rather than red.

In their original form the Cayman and Cayman S ran for a little under three years, but two special edition models appeared. The first was the less than snappily named Cayman S Porsche Design Edition 1, which went on sale in November 2007, limited to 777 units worldwide and a 35th year celebration of Porsche Design's famous watches. The cabin featured black leather and Alcantara trim, while the instrument detailing was said to reflect the look of the carmaker's chronographs. The track was widened 5mm with spacers, and 19-inch Turbo wheels wore 235/35 front and 265/35 rear tyres; if you come across one, check that the special briefcase containing the Flat Six Chronograph, the pocket knife, sunglasses, pen and key ring is present.

The second was the Cayman S Sport, a batch of 700 released in August 2008 and therefore among the last of the original models built. It featured a little extra power (303bhp) and came with Porsche Active Suspension Management (PASM) and thus a 10mm lower ride height, again 5mm spacers, and 19-inch SportDesign wheels, the Sports Chrono Package and a sports exhaust.

DRIVING THE CAYMAN AND CAYMAN S

With the Boxster, by 2005 in second generation form, hardly a shabby drive you might wonder if the Cayman, essentially a

tweaked version, could be much different on the road. It is – in a number of small ways. The engine, with its different valve timing configuration, feels even more responsive and has an even more raw, emotional shriek when revved hard. As with the Boxster, though, the S engine is preferable, not least because it is less prone to stalling if revs aren't high enough on take off than the peaky 2.7. But while PDK became the near default gearbox on subsequent Boxster/Cayman models, the Tiptronic transmission does the car no favours and is best avoided unless you see a two-pedal Porsche as essential.

The handling is marvellous, the extra rigidity of the metal roof adding tautness, the steering glorious and the braking superb. In the chassis department the car is close to perfection.

The interior is of course Boxster-like, and is much better made and looking than that of the early Boxster. The seats are terrific as is the driving position, but of course remember that the Cayman, like the Boxster, is a strict

two-seater albeit with quite generous boot space at the front.

WHAT YOU'LL PAY

The early Cayman and Cayman S are still young enough to have an entry in the trade "bible" Glass's, the price guide valuing an 05-registered manual Cayman S at £12,500 "trade" (sold privately or at auction) and at £14,850 "retail" (on a dealer's forecourt). The Cayman S is more sought after than the ordinary Cayman, Glass's reckoning it goes for £2500 extra year for year. The Tiptronic S model, though generally not raved over, is nonetheless worth £600–£1500 more according to Glass's.

As always, spec makes a difference to value – and can make the car easier to resell. 'People always want sat nav and bigger wheels,' says Jamie Tyler of East Sussex Porsche specialist Paragon. 'The colour combination is important, too, Speed Yellow and Guards Red, for example, are not as

CAYMAN/ CAYMAN S TIMELINE

February 2005

Boxster-derived

Cayman S

announced

November 2005
Cayman S goes on sale

July 2006
Cayman 2.7 introduced

November 2007
Limited run
Cayman S Porsche Design Edition 1 on sale

August 2008
Limited edition
Cayman S Sport offered

November 2008
Replaced by gen 2 models with new powertrains

SPECIFICATIONS

987-model Cayman, Cayman S

Engine (cyl/cc) Flat-6/2687

Power (bhp/rpm) 245/6500

Torque (lb ft/rpm) 201/4600

0–62mph (sec) 6.1

Max mph 161

Average mpg 30.4

CO₂ (g/km) 222

Weight (kg) 1300

Wheels (front, rear) 6.5Jx17-inch, 8Jx17-inch

Tyres (front, rear) 205/55 ZR17, 235/50 ZR17

Built 2006–2008

All figures from Porsche AG

Flat-6/3386

295/6250

251/4400

5.4

171

26.7

254

1340

8Jx18-inch, 9Jx18-inch

235/40 ZR18, 265/40 ZR18

2005–2008

Maintenance costs, Cayman/Cayman S (guide price, including labour and VAT)

Oil service £204

Major service £366

IMS replacement £1265

Water pump renewal £590

Replace engine coil packs (each) £75

Manual gearbox clutch replacement £870

Front brake discs and pads £600

Replace both air conditioning condensers £530

Four premium brand tyres (Michelin Pilot Sport, 235/30 ZR19, 265/35 ZR19) £950

WHAT YOU'LL PAY

£10,000-£12,000 Cayman from 2006 and Cayman S from 2005, with 100,000 plus miles
£12,000-£15,000 2006 Cayman and Cayman S, high miles, but with history
£15,000-£20,000 2006-2007 cars, the last 2008 cars close to £20k
£20,000-£25,000 2008 Cayman S with under 50,000 miles, high spec and desirable colour

popular as any metallic grey or silver.'

The very most you should be paying for a car, a mid 2008 model, is £19,000 for a Cayman Tiptronic S or £21,500 for the clutchless Cayman S, according to Glass's. But you will of course see a few around priced higher than that, hopefully due to a particularly high equipment spec, or a particularly low mileage. 'A good Cayman S from 2008 with reasonable miles will still fetch £25,000,' Tyler reckons.

WHAT TO LOOK FOR ENGINE

The gen 1 Cayman can suffer the same often-discussed engine problems as its contemporary, the 3.8-litre 997-model 911 Carrera S, namely bore-scoring which causes excessive oil consumption and ultimately a lack of compression, and IMS (intermediate shaft) bearing failure, which can grenade the motor. 'But these cars are generally much less likely to land their owner with a large bill, particularly the 2.7,' says Dean Horvath, service manager at Surrey-based Porsche specialist Eporsche.

Oil leaks are bad news. Failure of the rear main seal or intermediate shaft bearing housing seal results in oil leaking from the

engine. 'The gearbox then needs to be removed for either seal to be replaced, and specialist tools are required to ensure correct installation,' Dean tells us.

Among less serious issues, the engine's oil separators can fail. 'Oil is drawn into the engine and in some cases this creates clouds of dense smoke on start-up,' Dean explains. 'Engine suction noises may be heard, and the oil filler cap may be hard to undo.'

Check that the water pump is in good order – an early sign of failure is a coolant leak underneath the car, which is easy to miss. 'It's quite common for the pulley then to seize and cause the auxiliary belt to break,' Dean warns. 'This belt also drives the power steering and the alternator, so very heavy steering and a battery warning light will alert the driver to a problem.' Coolant pipes can also corrode and begin to leak, commonly around the steering rack area.

As on many modern engines, the individual coil packs can fail one by one. 'The plastic outer casings of the coil packs are prone to cracking due to age and heat,' Dean points out. 'The cracks can allow moisture in which may make the engine misfire. It's advisable to replace all the coil packs.'

Other likely electrical failures include failed catalytic converters (engine light) and the

WHAT THE PRESS SAID

The Cayman is not only more responsive than a Boxster, but also feels significantly more reactive than a 911. In the same way that in a Carrera you're always conscious of a dead weight dangling off the back of the car, you are acutely aware of the Cayman's engine location. This car pivots round the driver like no road going Porsche before it.

911 & Porsche World, Cayman S first drive, November 2005

The Cayman's engine is subtly different to anything else in the current Porsche range. The inlet noise has been tuned to a yelp a touch earlier in the rev range and there's a hint of coarseness over the last 1500rpm that works in the car's favour: it adds a rawness that goads you into using all the available revs more often. **Autocar, Cayman S road test, January, 2006**

mass airflow meter (a loss of performance). If you hear an exhaust rattle, it could be that the oxygen sensors have worked loose.

TRANSMISSION

Manual cars can suffer notchiness and crunching into second gear, which may necessitate a gearbox stripdown. Clutches are reliable, lasting 50,000 miles or more on average – replacement is straightforward but labour intensive. Clutch pedal assister springs commonly fail, causing heavy clutch pedal operation. In this case replacement is straightforward.

On Tiptronic S cars, the gear selector display may flash because of a faulty gear selector switch. Also, gear selection can become stiff because of corrosion in the

Cayman came in two flavours – the S, seen here, with a 3.4-litre engine, and the base Cayman, with 2.7-litres



If you want the ultimate handling Porsche, then the Cayman is the model to go for. Its mid-engined layout gives it the edge over the 911, if not the 911's ultimate pace and character



gear selector pivot pin, and gear selector cables themselves may become stiff or even break on both manual and Tiptronic S models, requiring replacement of the cable assembly.

SUSPENSION AND BRAKES

Front and rear suspension rumbles are often the result of wear to the ball joints on the support arms (sometimes called tuning forks), while a "metallic" clonking sound can be caused by worn anti-roll bar bushes. Wear in the pivot bushes and ball joints of the lower control arms (sometimes called coffin arms) can cause creaking, particularly over sleeping policemen. Front suspension damper top mounts wear, causing a chattering or squeaking noise over bumps.

Broken damper springs are quite common and can result in a metallic clonking. 'Without the correct damping effect, a broken spring can be dangerous, and thus it's advisable to replace springs in pairs,' Dean stresses. Brake discs are notorious for corroding on the inner faces but the braking system is generally reliable given regular maintenance.

INTERIOR

Interiors don't usually cause problems although some of the surfaces are easily marked with rings or similar. However, the

air conditioning condensers fitted to Caymans, and to many other Porsche models, often fail and must be replaced. 'They're prone to stone-chip damage and corrosion, which may be accelerated by a build-up of damp leaf material,' Dean advises. 'The refrigerant leaks out and the system can no longer create cold air. It's also not uncommon for air conditioning pipes to corrode and leak, with the same outcome.'

BODYWORK

Caymans haven't yet got to the age where corrosion or other bodywork issues cause problems. It's possible that poor accident or general paintwork repairs can be an issue, particularly if remedial work becomes necessary in the future.

VERDICT

The Caymans are towards the entry point of the modern Porsche range, so are likely to cost less to run than 911s of the same era, yet at the same time both models are dynamic masterpieces oozing driver appeal. However, they are still complex motor cars that need careful inspection, especially with reference to the two big issues: IMS trouble and engine bore scoring. Find a car clear in these areas, and life on the road ought to be a lot of fun. **PW**

SPOTTED FOR SALE

Private seller

2006 Cayman manual, red, black leather, sat nav, Parking aid, 80,000 miles, £12,750, Birmingham

Sports car specialist

2006 Cayman S manual, silver, blue leather, 19-inch Carrera wheels, 71,000 miles, £14,995, Hampshire
Keystone Performance Cars,
keystonecars.co.uk

Porsche specialist

2006 Cayman S manual, silver, black leather, 29,500 miles, sat nav, £18,995, Worcester
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BUYERS' CHECKLIST

A constantly smoking engine could have scored bores
Smoking on start-up indicates problems with the engine oil separators
An engine oil leak could spell IMS bearing trouble
Water pumps leak, so look for fluid under the engine
Engine misfires are probably due to failed coil packs
A loss of performance could mean a failed mass airflow meter
The manual gearbox might crunch into second
Front and rear suspension ball joints wear, causing a clonking noise
Ineffective air conditioning usually means a leaking condenser



DEALER TALK:

JZM

Over 40 years ago Steve McHale began working on VWs, but he found Porsches more interesting, which led to him specialising in Zuffenhausen's most exclusive models



How long have you been in the Porsche business?

I started out in the family VW business in the early 1970s. We had a workshop and three retail shops selling VW parts. Porsche parts were only available from the official agents, so it wasn't long before we started to supply these as well, which led me to become interested in everything Porsche. Around the same time, desperate for knowledge, I became a Bosch service agent specialising in petrol injection. Slowly, Porsche took over and by the late 1980s the transition was complete.

What Porsches do you specialise in?

All 911s from 1964 onward, but we see less of the old cars now, and we dropped the 924, 944, 968 and 928 some years ago, mainly due to parts availability. We've always invested with the help of Porsche Cars Great Britain in training and equipment, so are able to look after the latest models, but I would say my meeting with Olaf Manthey [founder and owner of Manthey Racing] 15 years ago led me to specialise in GT cars.

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

Currently, the entry level in our showroom is a rather nice original, low mileage 996 Turbo Tiptronic S at £45,900. At the other end of the scale we have just sold a rare, delivery mileage 964 Turbo S "Leichtbau". I cannot divulge on the agreed figure, however it was advertised at £799,900.

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

That all depends on the "first time budget", however a gen 2 997 with sensible options does tend to tick quite a few boxes. If the person in question has a bigger budget, then a gen 2

Turbo S will always find a home in no time at all.

Where do you get your stock from?

We have a lot of repeat customers so it is not unusual to see the same cars back in stock. We also have over 7500 service customers on our books so they'll require an exit strategy at some point, and we are always happy to have that conversation. JZM made a decision early on not to buy at auctions, as we like to fully inspect every car prior to buying. We have also made some great contacts in the trade over the years, so phone calls from trusted parties are always welcomed.

What warranty do you give, or sell?

We have a three-tier warranty. We don't use an insurance underwritten policy, rather our own self-funded one, as this gives us the ability to look after people should problems arise without involving a third party. Every car leaves with a minimum 12 months' cover, and we also offer a service warranty that gives £5000 per claim in conjunction with the vehicle's next due service and MOT.

What's "hot" at the



moment?

Anything air-cooled, provided it's a quality item. We also do very well with GT3s from all eras. The 997 Turbo S also seems to sell in record time.

What's best value at the moment?

Generation 2 997 Turbo S, we can't get enough of them.

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

A 997 GT2 that we have known and worked on since it was a couple of months old. We added up the spend on it at the point of sale recently, and stopped counting after £80,000. The vehicle was and still is devastatingly fast, and the new owner who has just taken delivery still can't stop grinning.

What car do you drive every day?

Every car bought for JZM stock is given a full road test to eliminate any potential gremlins, hence the car I drive changes daily. It's a tough job but somebody has to do it.

What are your plans for the future?

To continue to fine-tune the company. We recently launched the JZM phone app, plus the new website is in development, through which we will continue to expand our range of high quality servicing, chassis setup and tuning products.

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One very cost effective preventative measure is the Alloygator, a protective band made from super-tough nylon that fits between the tyre and the edge of the rim, and, protruding slightly, is the first part of the wheel to make contact with the kerb, absorbing impact. It's available from wheel diameters 13- to 21-inches, and costs under £70 fitted to all four wheels. Recently Worcester-based AlloyGator has released the product, which can be fitted by a network of dealers in the UK, in a variety of colours thus allowing a colour coding effect – or colour contrasting if that's what you want.

www.alloygator.com



USEFUL ACCESSORY OF THE MONTH: AMBER CONNECT TRACKING SYSTEM

New Porsches are tricky to steal and come with a tracking system. Older Porsches do not enjoy such protection which is why a new, low cost tracking system might be of interest to their owners, the Amber Connect from Viezu Technologies. The system costs £140, with data charges from £2 on a pay as you go basis, and takes about an hour to install (£125) at one of the firm's 120 dealers in the UK; DIY owners can feasibly fit it themselves. Viezu's boss Paul Busby says the cost 'is peanuts' compared to normal tracking systems, with credit bought on-line.

Besides being a useful security device that alerts your phone when your car is started or moved, it also tracks every journey made, with data on route, speed, braking and acceleration. So it's quite a useful gizmo to have on the car if you lend it someone else and want to check on how they've treated your pride and joy. More details at amberconnect.co.uk



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P0916/007

**911 996 3.4 Carrera 4**

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£18,750

P0916/035



2006 997 Carrera with chrono + sports ex
PSE exhaust, Sports chrono, 19-inch wheels, Bi-Xenon, disc CD autochanger, Porsche active suspension management (PASM), Bose surround sound system, navigation module for PCM, sunroof, reversing sensors, the car has recently had all new suspension and shocks and new tyres in Dec 2015, 3 owners, next MOT due 31/12/2016, full Porsche service history. Tel: 07909 995811. Email: matthew.williams@hgp-architects.co.uk (Hampshire).

£24,900

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911

**2005 (54) 997 Carrera S 3.8**

Tiptronic, Grey metallic/grey leather interior, 4 owners, I have owned the car myself for the past 6 years. The mileage is 47,000 miles and has had an engine rebuild at Hartech along with the upgraded IMS bearing and tandem oil pump 2 years ago. The car has a full service history at both Porsche and specialists, it is booked in for its next service on 22/06/2016, MOT until March 2017. The car is in excellent condition and is very clean internal/external with a very high specification and the 3 original keys. Anyone wanting any photos of anything specific or would like to chat about the car and its specification please feel free to contact me, any inspection is welcome on this car. Tel: 07974 025761. Email: lesmcnaught@hotmail.com (Guisborough, Cleveland).

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54, black/black, top spec car, 57K, FPSH, your joy or money back, p/x? Tel: 07963 548599 (Notts).

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911

**911 Carrera Convertible (996)**

2000-reg, factory fitted Aero bodykit and spoiler, new clutch Nov 2015, 4 new Pirelli P-Zero tyres Nov 2015, hard top and stand included, MOT till January 2017, Parrot Bluetooth phone kit, FOCAL speaker upgrade, all receipts for everything from new, lovely car, please call for more details, NC. Tel: 07775 964855. Email: paulemery27@hotmail.co.uk (Norfolk).

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P0916/032

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AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

“Brexit” is on everyone’s minds, at least in the UK, so we’ve taken some soundings from motor trade experts to what effect it might have on the classic and supercar market in the longer term, says *David Sutherland*



When, in the early hours of Friday, 24th

June the news broke that the UK had voted to leave the European Union, the business world stopped in its tracks at this unexpected result. Finance people had predicted turmoil in markets in the “unlikely” event of a Brexit win, and the economists, if not the referendum pollsters, were correct, sterling diving 10% against the dollar and almost as much against the Euro.

In the days after, TV and radio studios and newspapers were inundated with influential and knowledgeable observers saying – mostly – that the very least we could expect was a slowdown in trade, and at worst a recession. But of course no one can predict what will happen, so where does that leave classic Porsche values, driven so much by buyer confidence?

The cloud of uncertainty may well have a dampening effect on classic Porsche prices. But beyond that there is good news as well as bad, according to one leading auction house in the UK that handles sales of classic and modern exotics.

Let’s deal with good news first: the dollar falling against the pound could lead to a swathe of new business among American collectors who found that Porsches were 10 per cent cheaper than they had been shortly before the referendum, which is handy for UK-based owners with cars to sell.

‘For the first few days we saw a nervousness among our clients,’ reports Mathew Priddy, auction negotiator at Historics at Brooklands in Surrey. ‘But the dollar falling against the pound is a positive. American buyers had long been frustrated by the strength of the dollar, so in the last few years we have seen far fewer foreign buyers, and that has had an effect on left-hand drive cars. In the last 10 years we have seen many classics come from the US to the UK, but that trend might now be reversed.’

It’s also worth remembering that one of the key reasons for the huge growth in classic car values has been sustained low interest rates which have encouraged investors to buy cars rather than hold money in stocks bearing little return. And with the Bank of England’s base rate likely to fall even further rather than rise, there is nothing to

suggest that collectors at the top of the market, who tend to buy for long term possession, will begin to think differently. Moreover, values of the top classics have cooled slightly since the beginning of 2016, so the time to strategically bale out has long passed.

Now the flip side: premium modern supercars such as the current shape GT3 RS are very likely to drop in value, Priddy predicts. ‘Due to the uncertainty, we’ve seen jitters in relation to supercars made after about 2005,’ Priddy tells us. ‘These are cars that tend to be bought and used for a short time, and things seemed to have slowed down there.’ And if those delivery mileage GT3 RSs, closeted away in secure garages and which up until recently were changing hands at around £300,000 against a new price of £131,300, start to soften in value then models currently selling for over list price must inevitably follow, the Cayman GT4 one most obvious example.

But it should be remembered that while the Brexit result was worldwide news, it is essentially a very British affair and should be seen in that context. No matter how much Britain tears itself apart economically and

politically, wealthy enthusiasts in the rest of the world carry on buying expensive cars.

‘The nearer you get to the top of the classic car market the more international it gets, it’s a global market,’ says Max Girardo, managing director and chief auctioneer at RM Sotheby’s for 10 years before setting up his own classic car consultancy, Girardo & Co, in June 2016. ‘The top classic cars tend to be priced in dollars, so fluctuations mean that Brits have far less purchasing power but American buyers will get more for their pounds – actual prices are unlikely to change. There will be no disaster, no mass sale, buyers are savvy.’

And another factor is that any loss of confidence tends to be short term, and Girardo reckons things will probably ‘bounce back’ in due course. Indeed, within days of the pound’s initial slide against the Euro it had regained some ground, doing so even though both the UK’s main political parties were in crises as a result of Brexit.

So what do the people who lend the cash to people buying the cars make of Brexit? According to Classic & Sports Finance, which calls itself the “premiere funder of classic and collectable cars”, customers, dealers and suppliers it has spoken with since the vote have reported no knee jerk reaction in sales, values or even enquiries.

‘While there is still plenty of uncertainty about the future of the wider UK economy following the referendum result, the outlook for the classic car market is largely positive,’ said C&SF’s managing director Robert Johnson. ‘Lower interest rates will drive investment in classic cars, while exchange rates will

not affect the majority of UK buyers, and credit remains readily available.’

In mid August arguably the most important classic car auction of the year takes place, at the Pebble Beach Concours d’Elegance in Monterey in California. With the entry list bulging with super-premium classics, we should find out more about which way the top of the market is heading – will it remain level, have gained some fresh momentum, or will Brexit and its waves across mainland Europe check values?

Gooding & Company will offer a 1979 Porsche 935 (above) raced by the late actor Paul Newman and team owner Dick Barbour at the 1979 Le Mans carrying a \$4.5m–\$5.5m (about £3.4m–£4.1m) pre-sale estimate, while the same auction house will present one of the six Porsche works rally cars entered in the European Rally Championship, the 1984 911SC/RS, which is expected to make \$1.4m–\$1.8m (£1m–£1.4m). A special edition of the 964-model 911 Turbo, the Turbo S “Flachbau”, of which 76 were made in 1993, and with just 40 miles on the clock has the same pre-sale estimate, and a regular 1997 993-series Turbo is at \$525,000–\$575,000 (£380,000–£395,000).

The mid-1980s 959 continues to surge, at least according to Gooding’s pre-sale estimates, with a 1988 Komfort expected to achieve \$1.3m–\$1.5m (£979,000–£1.1m), and from the “modern” era, a 2011 911 GT2 RS carries a \$550,000–\$650,000 hope (£414,200–£489,500). Surely sufficient precious metal to gauge the market. **PW**



911SC/RS could make £1m-£1.4m



Rare 964 Turbo S ‘Flachbau’



993 Turbo estimate £380k-£395k



959 prices continue to surge



GT3 RS prices could fall back

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911



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944

944S2

Guards Red, mileage 157,000, MOT and service due May 2017, '91 model year, full Linen leather, Sport seats, RS steering wheel, electric sunroof with removable panel, original cover for panel, electric windows, Janspeed rear silencer box, FSH, has won and been placed in the PCGB SW regional concours. Tel: 07754 450822. Email: jenksryd@btinternet.com (Devon).
£8000 P0916/025

944

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944 Lux 2.7 1990 registered
Very late registered via AFN in London, must be last Lux in UK registered on H-plate, 60,000 miles only with full history and previous MOTs, belts and rollers changed last year, runs like new, logo black interior is excellent condition with original radio/cassette, bodywork in good order but not concours, all electrics work and roof opens etc, digital clock works also! 2 previous owners. Tel: 07788 555954. Email: stewartgreen61@hotmail.co.uk (Herts).
£8950 P0916/040



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 P0916/039

BOXSTER

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2005 Boxster
5 spoke 19" Porsche wheels, reg 2005, service history, March 2007 14,831 Porsche Bolton, May 2009 20,898 Porsche Newcastle, brake fluid, June 2011 25,939 Porsche Newcastle, April 2013 30,518 Tom Ferguson Porsche, brake fluid, March 2015 39,817 Tom Ferguson Porsche, next service 2017, new rear tyres, Tracker fitted, MOT March 2016, air bag, air conditioning. Tel: 07966 879288. Email: nikrape@fsmail.net (Tyne & Wear).
£10,500 P0916/042



986 Boxster 3.2S
Unique 986 Boxster 3.2S, Jan 2004, 69,000 miles, Speed Yellow, full Aerokit, full leather interior, crested bucket seats GT3 type, M030 suspension, 18-in Carrera wheels, Bose + CD changer, full service history inc fluid changes, 2 owners from new, 2 keys + transponders, original paperwork. Recent work, 6 coil packs, air con rads, water pump, rear track control arms, bore inspection OK. Tel: 07887 545187. Email: andrew.colledge@esbi.ie (Derbyshire).
£10,000 ono P0916/041

REGISTRATIONS



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Registration for sale
'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.
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P8 OXR

Ultimate Boxster registration 'P8 OXR'
For sale due to imminent sale of my Boxster is my much admired private plate 'P8 OXR', plate will be supplied on prepaid certificate, please allow 2 weeks to transfer the registration, please email any questions. Tel: 01673 876200. Email: isobel.chatterton@sky.com.
£3995 P0916/003

968 RPG

'968 RPG' registration number
Registration perfect for any Porsche which goes like a rocket, the plate is on retention and ready for immediate transfer. Buyer will pay the £80 DVLA fee in addition and the transfer will commence upon receipt of payment, the physical plates are in excellent condition and can be made available. Tel: 07785 301759. Email: steve.charnock1@btinternet.com.
£1070 P0916/036

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996 997

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REGISTRATIONS



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£1950

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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

KBO 911

'KBO 911' cherished number on retention
This 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

P0916/057

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

P0916/005

MAI2CAN

Registration to suit Porsche Macan
Registration number to suit Porsche Macan 'MAI2CAN', interesting and classically tasteful! Currently on retention cert. Tel: 07970 827131. Email: ninodelrio@hotmail.co.uk.
£2000

P0916/065

V333 AML

Registration plate
On retention, DVLA transfer paid. Tel: 01945 429600.
£400 ono

P0916/045

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'CLA 551K' cherished plate for sale
Ideal plate for a 911 Sport Classic, or any other older classic, can be assigned to any vehicle manufactured after 1971, currently on a car, transfer fee included in price, no VAT to add. Tel: 07990 593204. Email: stuartkirkpatrick@yahoo.co.uk.
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KEL IB

Cherished number plate 'KEL 1B'
Superb name plate on retention that easily reads KELI B, great present for Kelli, Kelly or Kellie, or your initials KEL. Tel: 01560 480862. Email: porschehb@aol.com.
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P0916/048

GT03 DKT

'GT03 DKT'
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.
£350

P0916/050

P911 SAB

Cherished registration
'P911 SAB'. Tel: +44 1628 633745. Email: mocflyer@hotmail.co.uk.
£9950

P0916/004

W22 RED

'W22 RED'
On certificate, ready for immediate transfer, 'W22 RED', ideal for anyone with RED initials or football fans! Tel: 07713 469911. Email: msdriscoll@gmx.de.
£1000

P0916/049



SWANN or SWAN
Super number plate for anyone named Swann or Swan, it isn't often that you can get a perfect name plate, so grab this whilst you can, on retention certificate, at just £1999 it is a real bargain. Excellent investment for the future, pass it on to your children, can be used on any vehicle manufactured after 1994. Tel: 07020 923542. Email: saltydog1@gmail.com.
£1999

P0916/054

REGISTRATIONS



JACKSON, JACK, JACKO, JAXXO
Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value, £1500 or very near offer. Tel: 07020 923542. Email: saltydog1@gmail.com.
£1500

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GRE I6Y

'GRE 16Y'
Cherished plate valued at £5695 by numberplates website, currently on car but easily transferred. Tel: 07845 596925. Email: greig1983@yahoo.co.uk.
£4500

P0916/006

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

P0916/056



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Be the first to own this very distinctive Porsche number plate 'CA66ERA', this is a brand new plate that's held on retention certificate from the DVLA, all transfer fees are already paid and this is the ultimate Carrera number plate, it's been hinted that this plate could go for real silly money if I held out for a while, but I get married in a few months and it's time to sell it now and I've priced it at a sensible price for a quick sale, but I am open to sensible offers over 5 digits!! Please email me for all enquiries and offers. Tel: 07864 444444. Email: williambarratt2000@yahoo.co.uk.
£13,000

P0916/046

REGISTRATIONS

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'B9XST' Porsche Boxster plate
'B9XST', superb number plate for Porsche Boxster, on retention and available for immediate transfer. Tel: 07779 125828. Email: adam.tallamy@gmail.com.
£1000

P0916/047



Porsche 911 Arsenal plate
Great plate for any Porsche 911, lovely plate for any Arsenal fan, the *ultimate* plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now. Tel: 07779 767605. Email: ticktock88@gmail.com.
£3500

P0916/052



Suitable registration for RS models
'RS CAR' (R5 CAR) is suitable for enhancing the appearance of any RS model registered after 1st August 1997, number currently held on retention certificate that includes the £80 transfer fee, oiro £5750 invited. Tel: 07773 078074. Email: pcuthbert250@btinternet.com.
£5750

P0916/044



'JAZ 4911' private number plate
Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com.
£1000

P0916/043

TRIED & TESTED

With 911 & Porsche World's Roving Reporter, Johnny Tipler

964 RS LIGHTWEIGHT 1992 123,000 KMS (77,000 MILES)

£168,000

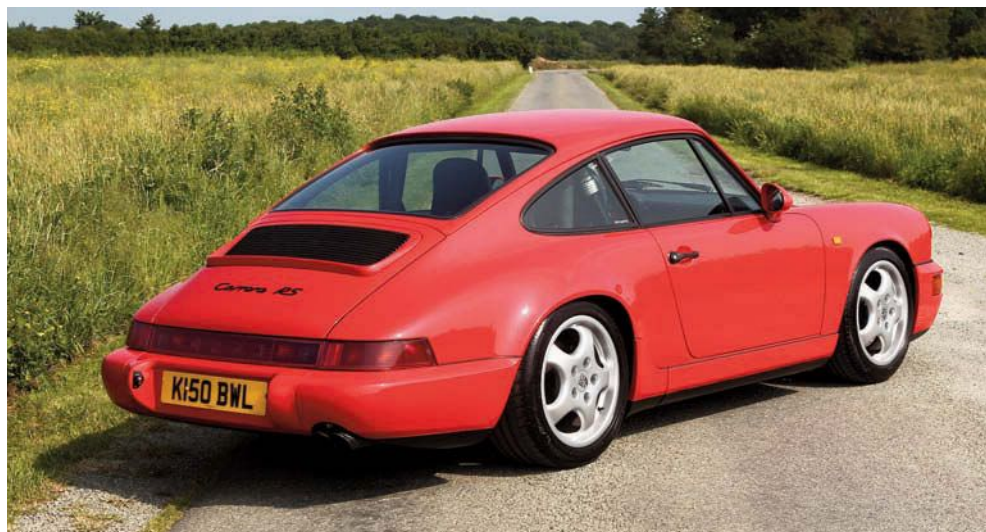
Time was you wouldn't be seen dead in a Guards Red 911. Even if it was an RS. Well, ok, maybe you would *then*. But, by 1992, when this delectable hunk was born, the stigma of the Yuppie city boys' obsession with the scarlet hue was kicking in, and flash 911s of the roseate persuasion were shunned by the cognoscenti.

This particular specimen was originally delivered in Spain, where the colour has other connotations, manifest in rioja, roses and the bullring, so unlike certain City slickers of our acquaintance, it has a very good excuse. And having been an EU resident for much of its life, this 964 RS is a left-hooker, and quite rightly so. Left to its own devices it would almost certainly vote to remain there. But it's not: currently it's gracing the showroom at Autofarm's premises in rural Oxfordshire, where it received a comprehensive repaint in 2015, and it continues to wear its original colour scheme with pride. There's much to be said for the line, 'if you've got it, flaunt it,' and although I've never owned a red Porsche I have embraced a couple of red Alfa Romeo GTVs, which is allowed, if only for nationalistic Italianate reasons. However, what the RS is at liberty to flaunt is its colourful history, which includes a transmission massage at Alois Ruf's Pfaffenhausen skunkworks and, more recently, a full engine rebuild by legendary and, alas, late Porker poker, Bob Watson, who maintained the car from 2005 to 2013. The matching numbers flat-six received a top-end overhaul, including a new piston and cylinder-barrel set, installed by Bob in 2010 at 101,000 kms.

Going back to 1995, the owner was even then getting itchy feet, and sought a remedy in Bavaria, leaving the car with Ruf at Pfaffenhausen where the upgrades applied included the Ruf 'Electric Foot' EKS clutch. This is a semi-automatic computer-controlled electronic Sachs shift system, combining an automatic clutch and a manual six-speed transmission, which allows clutch-free driving without the power loss normally associated with other clutchless systems that employ a torque converter. So far, so good, but this is now past history, because all non-standard equipment was uninstalled and the shift system returned to conventional mode when a full renovation was commissioned in 2015 at Autofarm. This operation took the form of a comprehensive £50,000 restoration, which included a full glass-out respray in the original Guards Red, an extensive interior re-trim and refurbishment of the original magnesium Cup wheels. At this point the RS had clocked 123,000 kms (77,000 miles), and it hasn't done much more than that since.

During its intermediate history, in 2002 the car was passed on to a senior Porsche Club member in the Netherlands when it had done 65,000 kms, and he undertook an engine rebuild and performance upgrade (which we don't have the details of) the same year, at 68,000 kms. It didn't hang about in Holland, and was then imported into the UK by the current owner in 2005, at 74,000 kms.

So, for the uninitiated who might be goggle-eyed at the price tag, here's the lowdown on the RS and what makes it special, over and above the regular 964. The RS was released in September 1991 – our subject car was one of the first to be built – and the RS derivative was based on the 964 Carrera Cup racecars that were in action during the 1991 season. So it was aimed at enthusiast owners bent on using their cars for fast road, trackday, hillclimb or sprint work. Like the 1973 2.7 RS, the 964 RS was stripped of all luxuries to reduce weight – especially so in Lightweight format, less so in Touring grade. And it was a more extreme machine than the 3.2 Carrera Club Sport special edition that preceded it. The flat-six engine was blueprinted and it developed 260bhp against the standard car's 250bhp, while the seam-welded bodyshell was stronger and lighter, featuring an aluminium front lid, lighter doors and 3mm- instead of 4.7mm-thick side window



glass. There was a lightweight rear bumper and no underbody sealant; it had a built-in battery cut-off switch, front strut-brace, special ultra-light magnesium-alloy 17in Cup wheels, suspension lowered by 40mm, and uprated dampers and springs fitted. It also came with 964 Turbo front brakes with re-tuned ABS. The RS Touring's cockpit was an aesthete's delight, featuring glassfibre Recaro race seats with four-point harnesses and, appropriately enough, niceties like air conditioning, heated rear window, electric windows and central locking were omitted. Internal trim was sparse, with basic door cards, a strap rather than a handle to pull the door shut, very little sound-proofing, and the rear seats were absent. Even the interior light was deleted to save weight on the basis of 'every little helps'. The 964 RS could be ordered with a rear roll-cage, but only modest luxuries were available on the basic version, such as leather upholstery for the seats. The 964 RS Touring included more of the plush features taken for granted in the regular 964 Carrera 2. The RS Lightweight tipped the scales at 1230kg, compared with the standard Carrera 4's 1450 kg. RS production totalled 2282 units, of which 76 were Touring models. Of these, 290 were dedicated competition cars, with just 72 in right-hand drive in RS Lightweight format and 11 RHD in RS Touring configuration. The rarest version of the 964 RS was the lightweight C4 RS with Perspex side windows and driver-adjustable front-rear torque split, with only 20 cars made.

This one is chassis number WPOZZZ 96zNs4 90104, engine number 62N8 0537, Type M64/03. So, it is undoubtedly an exalted piece of kit and, given its provenance at the hands of Bob Watson and Autofarm's top-line team headed by Mike Wastey and Steve Wood, it's got a great history. I took it for a spin around the north Oxfordshire byways, and it was a lively performer on all counts. The RS is sharp on turn-in and through the bends, where it's nimble and agile, thanks to its stiffly set-up suspension, as well as brisk of acceleration. So it's a superbly communicative driver's car, excelling even more than the standard 964 on smooth road surfaces, though if there be a downside, it could be construed as rather tedious on a long journey because of noise levels and its firm suspension. But you wouldn't buy one if that were going to worry you. Everything works as it should: throttle response is on-the-button, the five-speed G50 gearbox feels taut, the brakes are firm and absolutely responsive as required.

As Autofarm founder Josh Sadler declared, 'this is a very nice example of a 964 RS, which goes every bit as well as it looks. And having had a full restoration and engine rebuild not so long ago, it must represent one of the best on the market.' No argument there; and the price is not extraordinary either. And red? Yeah, go on then! **PW**

CHECKLIST

BACKGROUND

A well cared for 964 RS, boasting a full respray and mechanical rebuild, with an enviable provenance in the hands of at least three top European Porsche specialists: Alois Ruf, Bob Watson and Josh Sadler.

WHERE IS IT?

In the showroom in Autofarm's rustic surroundings at Oddington Grange Farm Industries, Weston-on-the-Green, Bicester OX25 3QW, Oxfordshire. Handy for the M40 (Junction 9) and A34, and not far from Bicester, Silverstone circuit and the city of Oxford.
Tel: +44 (0)1865 331234
Email: sales@autofarm.co.uk
Website: www.autofarm.co.uk

FOR

Any 964 RS is a thing of beauty and exudes a powerful presence, with a handling and performance capability that transcends most other 911s. It's also the last of the 'classic' air-cooled 911s (let's assume the 993 lacks the original 911's classic looks). It's finished in an uncompromising colour, with repaint, re-trim and engine rebuild to support its ostentatious presentation.

AGAINST

What's not to like? Once you've got your head around its austere spec and Guards Red colour scheme!

VERDICT

A fabulous driving and tactile experience, combined with unbeatable 964 RS aesthetics: you can bask in the knowledge that it's passed through the hands of some of the best Porsche technicians in the world.

VALUE AT A GLANCE

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

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REGISTRATIONS



Porsche registration 'A13 POR'

Held on retention certificate. Tel: 07803 122312. Email: andrewsmith911@gmail.com.

£700

P0916/059

PARTS



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

P0916/017

Porsche Cayenne 958 18" wheels/tyres

New condition 18" 958 Sport wheels, and virtually new tyres. Tel: 07881 335483. Email: jclewispeng@yahoo.co.uk (Glamorgan).

£390

P0916/013

996 exhaust boxes

Used, seams splitting but do not leak, ideal for hack and price for the pair. Tel: 07831 391306. Email: gary911sussex@btinternet.com (West Sussex).

£65

P0916/026

PARTS



911 991 Carrera S exhaust middle box

911 991 exhaust middle box removed from a 2012 Carrera S, will fit other models, it was removed with only 22,000 miles on it as I upgraded the exhaust system. Tel: 07768 855878. Email: chris@blenheimsecurity.co.uk (West Midlands).

£95

P0916/010

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

P0916/027

Early 911 parts

911 SWB dash top: original padding and vinyl, good condition, two small splits, some non-original screw holes, would recover perfectly, complete with plastic air vents, £250; clock, original VDO/Kienzle, dated 4/69, good original condition and working order, with bulb holder, bulb and mounting clamps, £100. Tel: 07766 160594 . Email: mawarman@supanet.com (Derbyshire).

£200

P0916/018

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).

P0916/009

PARTS

Porsche Cayman 2.9 GenII O.E. exhaust system

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£300 ono P0916/011

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P0916/012

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P0916/028

Porsche Cayman exhaust

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£100 P0916/029

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£110 P0916/061

MISCELLANEOUS



Porsche Cayenne books

Dealer supplied, Tequipment (accessories) 2009, 63 pages; price list 2009, 121 pages; price list 2010/11; diesel price list 2009/10, all as new condition. Tel: 07399 359072.

£5 the lot

P0916/008



Corbeau seat

Good condition centre panel, could be easily recovered. Email: mike@zorinenergy.com.

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P0916/058



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P0616/029



Luke 6 point harness

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TRIED & TESTED

With 911 & Porsche World's Roving Reporter, Johnny Tipler

996 TURBO 2000 79,800 MILES

£48,000

Not that long ago you'd have paid twenty grand less than Autofarm is currently asking for this car. That's a big whack of money, but actually it's a fair reflection of how the market for Porsche 911s has gone during the past two years or so, and actually the 996 Turbo remains relatively inexpensive compared with its GT3 sibling, let alone all those air-cooled ancestors – the bestial 930 included. And yet, as a civilised powerhouse, the 996 Turbo is without peers; it's extremely competent in performance terms, yet utterly civilised as a sports car, and it's also the same amount (£20K or so) cheaper than a 997 Turbo.

The 996 Turbo was launched in 2000, replacing the air-cooled 993 version, and was related to its 996 GT3 sibling by virtue of its 'Mezger' dry-sump engine. This revered powerplant, which is, by common consent, a stronger unit than the normally aspirated 996 flat-six, originated in the aluminium-cased flat-sixes powering the 930 Turbo, 3.0 SC and the partly watercooled 962 four-valve engine, with cylinder heads derived from the 959 supercar. It was then engineered, no expense spared, to debut as a 3.2 chain-cam twin-turbo in the Le Mans winning 1998 GT1. Some legacy, and it was a bold, if pragmatic move to shoehorn it into the rear quarters of the 996. The 996 Turbo can deliver 420bhp at 6000rpm, enabling genuine 190mph performance and 4.2s acceleration to 62mph. Only the rear-drive 462bhp 996 GT2 and run-out Turbo S with the 450bhp X-51 performance upgrade kit are more powerful examples of the 996, and so worth investigating if you seek a greater surge factor, and of course the Turbo Cabriolet if you're a sun worshipper.

This particular transcontinental express is finished in Seal Grey, which makes a change from Polar or Arctic Silver, and is quite fetching in the metal: grey is the new black. Or something. The cabin is also upholstered in dark grey leather as well, and though I prefer black – certainly a black wheel – this complements the general hue of the car rather well. It's endowed with the fully-loaded original factory spec which includes Recaro sports seats, electric sunroof, PSM (Porsche stability management), front and side airbags, bi-xenon headlights, the on-board computer that computes fuel range, oil level, outside temperature and so on, plus inertia belts in the rear and standard extras such as air-con.

For the last nine years it's covered its most recent 60,000-miles in the hands of a long-standing Autofarm customer who is, needless to say, a Porsche enthusiast; you don't go to a specialist like Autofarm unless you know what's what. Chassis number is 99Z1S6 81148, engine number is 641 02270, and there's a fully documented service history, evidenced by a large fiche of invoices, summarised as suspension overhaul, including fitment of Bilstein B6 shock absorbers in 2012 (at 55,000 miles); a brake overhaul that included new discs in 2013 (at 64,000 miles); and in 2014 the air-con system was overhauled with new radiators fitted; while last year the Turbo-twist 'throwing star' wheels were refurbished and a set of Michelin Pilot Sport tyres fitted, with mileage logged at 77,000 miles. And this year it's had some detailing work done, specifically to the front-end coachwork, which has been re-finished to eliminate stone chips.

I'm a relatively new convert to the world of kettles – those curiously liquid-cooled Porsches – having been enamoured of air-cooled 911s to the exclusion of all others for decades, and I've come to admire the purposeful on-road stance of the broad-beamed 996 Turbo as much as those of its 930 predecessor. My trial run with our subject car whisks me off onto the backroads adjacent to rustic Oddington, not ideal Turbo country in the grand scheme of things – ideally you need an unrestricted Autobahn to really light up the



blue touch-paper and head like a rocketship for the vanishing point – but they're good enough for a scenic point and squirt (as it were). Sliding into the cabin, the electrically adjustable seats quickly locate a favourable driving position. It has only done just shy of 80,000-miles, so all the mechanisms – steering, six-speed shift, switchgear, levers – are precise and in excellent shape. The steering feels nicely weighted, the six-speed stick moves slickly through the gate, and it delivers awesome acceleration along an undulating B-road east of Autofarm. Possibly too quick in a picturesquely agricultural landscape. The chassis is hugely competent, reassuring and confidence inspiring. It handles very nicely, and I'm not conscious that the Turbo's front powertrain is as prominent as it can be in a C4 driveline.

On these backroads its towering pace isn't so evident, as much as its multifaceted ability. The compliant ride, fluent steering, easy shift, confidence-inspiring brakes, and sure-footed four-by-four traction and grip around the corners combine to provide an easy, almost languid ride. It may be a 420bhp twin-turbo salvo-server, but its schizophrenic personality is well concealed on these sinuous lanes. But ask it for a slug of grunt and it delivers with aplomb, prompting a glorious sensation of indomitability. As I head back to Autofarm's pastoral base I hit the dualled A34 for a short distance, where I can floor the throttle with impunity: say 'Hi' to timewarp mind-melt! Instantaneous turbo kick-in, and the 996 squares its shoulders and hurls itself forward with the velocity of a howitzer shell. Enough! Haul it down with those ultra-efficient brakes. Point made; it's the all-round competence of the car that's the making of it – surfeits of power, finely honed handling and all-wheel drive competence, governed from the supremely comfortable and efficient 996 cockpit.

Autofarm founder Josh Sadler runs a 996 that he's bored up to 3.9-litres so he knows a thing or two about souping up the model. Of the Turbo he tells us, 'it goes as it should; basically this is a correct, unmolested example of the 996 Turbo.' This car has all the boxes ticked: it's not so low mileage that you worry that there could be a snagging list from its original spec to attend to – as this magazine firmly believes, cars are meant to be driven, and this one has been – and it's been very well looked after by one of the country's (the world's?) leading Porsche specialists. It's finished in a subtle colour as well – rather than ubiquitous Polar or Arctic Silver that most 996 Turbos seem to be. And as prices steady after the stampede of the past couple of years, the sticker price is about right. Definitely worth a look if you're after a Turbo. **PW**

CHECKLIST

BACKGROUND

An early 996 Turbo in a discrete shade of grey that hasn't recorded an excessive mileage, and has been serviced and maintained by leading Porsche specialists Autofarm.

WHERE IS IT?

Autofarm are based in the south Midlands at Oddington Grange, Weston-on-the-Green, Oxfordshire OX25 3QW. It's close to Bicester, Buckingham, Silverstone, Milton Keynes, Northampton and Oxford. Access from A34 and M40, Junction 9. Closest trains: Bicester and Oxford. Tel: +44 (0)1865 331234 Email: sales@autofarm.co.uk

FOR

Smart, runs and drives well, comfortable cabin, very well looked after by Porsche enthusiast owner and specialists.

AGAINST

Twice the price of a wide-bodied 996 C4 or Turbo-fronted 50th Anniversary model. Does the Turbo's extra power and Mezger engine justify that?

VERDICT

First of the modern Porsche supercars with sublime mile munching capability, this is probably as good a 996 Turbo as you'll find.

VALUE AT A GLANCE

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

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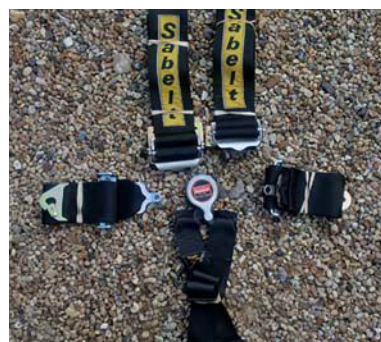
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P0916/064

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THE WAY WE WERE

TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by

SEPTEMBER 2007 (ISSUE 162)

Your first 911. As coverlines go this was an absolute winner. How come? Well, we shifted a lot of copies of this issue, so it obviously appealed. The cover had a selection of tantalising 911s and, just to prove that this was nearly ten years ago, the subhead read: 'Each of these 911s is under £20,000. So what are you waiting for?' Well?

Different days, eh? We had gathered 911SC, Carrera 3.0, Carrera 3.2, 964, 993 and a solitary modern 996 and, yes, each could be had for much the same price except, perhaps, the SC, which was clearly the budget 911, while just to prove this was all a long time ago, the 996 sat at the top of the pile. Ultimately, though, the spread of cars on test went from £11,000 to £19,995. These were buoyant financial times, pre-recession, Brexit a word not invented, and yet prices for desirable 911s were effectively on the floor. Oh for a crystal ball.

The parallels with this issue are, of course, fairly clear. We've gathered our 'Top 10' real world Porsches – cars that are not going to lose value, may go up, but ultimately can be driven without fear of affecting their value – too much. Apart from the 996, each has more than doubled and, in some cases, tripled in value despite the economic woes of the preceding years. Go figure.

Elsewhere in issue 162 we dropped in on Stirling Moss for a cuppa and a chat about his experiences racing for Porsche. Sir Stirling's meticulously kept diaries made recalling these adventures a doddle. Moss competed on the Targa Florio in a 718 RS61, an example of which he went on to own himself, plus a 718 single-seater F2 car, in which he won races. He even found time to take our Boxster test car for a spin.

SEPTEMBER 2004 (ISSUE 126)

No particular theme for the September 2004 issue, but no excuses for the gorgeous Carrera 3.2 Club Sport on the cover, belonging to sometime contributor, Gordon Wingrove. Gordon bought his CS with crash damage (an altercation with a barrier at the Nürburgring) and then painstakingly rebuilt it, a process covered in a series of articles in *911 & PW*. Gordon was well qualified for the task. In a previous life he had spannered and engineered Gulf GT40s and 917s for the famous JW Racing squad.

In the spirit of DIY, we took a look at 928 electronic issues and specifically 928 mass airflow meters. These had long been an issue on 928s, but electronics engineer, John Speake, had come up with a home-brewed fix and an equally home-brewed test rig. No matter, it all worked and saved 928 owners about £1600 into the bargain.

In the 'Our cars' pages, resident 'hot rodder' Seume revealed that he was going to turn his '74 Carrera 2.7 into a 911R inspired 'hot rod.' In an opening gambit he had some tattoo-like pinstriping applied to the rear lid, for demonstration purposes he claimed!



Back to the grubby subject of money and values, columnist, Peter Morgan, passed comment on the recent asking price of £650,000 for a 911R, noting that such a figure was perhaps a little crazy, when even a Rothmans GpC 956 could be had for less and '73 RS Tourings were £100,000 any day of the week.

Still, no point in torturing ourselves. Although, how about this nice looking Carrera 3.2 Targa in the classifieds? How much? Just £6500. Just going to give the number a call. Well, you never know...



SEPT 2001 (ISSUE 90)

Another attention grabbing coverline: 'First Porsche?' Well it grabbed my attention, writes *911 & PW* Editor, Steve Bennett. Long before I had any inkling that a career in Porsche scribbling was on the radar, I picked up this copy of *911 & PW*, drawn in by the notion that a 911SC 'could be the best air-cooled Porsche you'll ever buy.' I've still got the magazine, too, and it was instrumental in my buying a Carrera 3.2 a few months later. OK, so it wasn't an SC, but I managed to stretch the budget, er bank loan...

Talking of SCs, we had our own Project SC on the fleet, belonging to one Phil Raby (whatever happened to him?). In a sort of pewter colour, it was a smart looking machine and in issue 90 we strapped it on to the rollers at Automotive Developments to get a power figure. Why? Well we wanted to make sure that its recent engine rebuild by specialist, JM Autos, had been a success. The factory figure is, of course, 204bhp. And Project SC? How about 203.4bhp? That'll do.

Also on the front cover of issue 90, was the 'new, improved' 996, or gen 2, as we would now call it. Editor, Chris Horton, made the trip, with (now) Dep Ed, Brett Fraser, carrying the cameras. The big changes? Well, styling for one. The infamous 'fried egg' headlamps were gone, replaced by the 'Turbo' style lights. Power was up, too, thanks to the new 3.6-litre engines, boosting output to 320bhp from 300bhp. Impressions were all good, particularly the fact that all this improvement came at no additional cost over the previous model. And how much was a base 996 C2 Coupe in 2001? A mere £55,950.



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Genuine TECHART Carbon Fibre Parts.

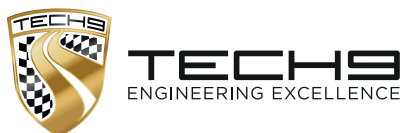


Sportiness through and through. The TECHART Carbon Sport Package hallmarks your preference for individuality and adds attractive design elements made of genuine carbon fibre. Distinguished by its low weight and its sophisticated surface finishing, the TECHART Carbon Sport Package sets sincere motor sport styling highlights.

Made in TECHART's inhouse facility, genuine TECHART carbon fibre parts in matt or high-gloss finishes embody the freedom of personalisation which is characteristic for the TECHART brand. Available to upgrade both, TECHART components such as air intakes or wing profiles as well as OE parts, such as the Porsche SportDesign mirrors.

Learn more.

www.techart.de/carbon



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