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UP FRONT

An expose into what's driving the spiralling values of modern lightweight Porsches? Yes, indeed, but actually it's not really that interesting, says Bennett

Last month I signed off my 'Up front' ramblings by promising a full and frank look at what is driving the crazy prices in the classic Porsche market. This was on the back of the recent news of a 993 GT2 going for £1.85m at RM Sotheby's London sale. 'Who buys these cars and what do they do with them?' is what we were really pondering. Well, we have got to the bottom of the whole thing and, actually, it's not really that exciting.

Using another 993 GT2 as a backdrop, one J.Tipler has donned his investigative journalist hat and has been talking to those in the know. That is dealers, auction houses and collectors. These high prices are

“ Who buys these cars and what do they do with them? ”

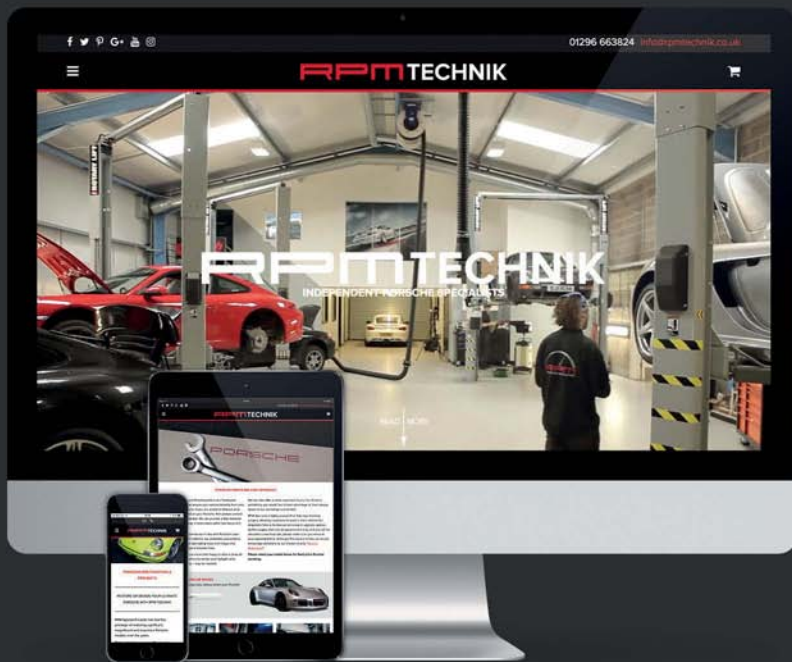
applicable to low-mileage, modern lightweight Porsches only, the sort lusted after by folk of a certain age and now with the financial wherewithal to cash in. These cars are not for driving. They are the automotive equivalent of fine art investment. The mileage is crucial to the value. Oh, and the fact that they don't attract tax when sold is another factor, too. See, like I said, pretty dull, really. So dull that we decided not to flag this issue up as: 'The money issue.' Interestingly, this doesn't apply to older stuff like 2.7 RSs where mileage and track record is seen as a badge of honour, almost.

Back in the real world, and sifting through the auction results from Silverstone Auctions' Porsche-only sale I was drawn to an early 924 with just 10,000kms on the clock. Now that's a car that I lusted after when I was younger, and it went for just £15,000. I'll get my coat...

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NEWS

New 911 GT3 Cup racer * Have Porsche been making extra 911 GT3 RSs? * Macan recall * Chinese Macan clone * Silverstone Porsche sale results * Dansk repro panels



PORSCHE REVEALS NEW 911 GT3 CUP RACER

And says a final goodbye to the legendary Mezger engine

Give it up for Porsche's latest 911-derived racer, the 911 GT3 Cup. Due to hit the race track in 2017, the big news is the switch to the direct-injection "A1" engine, as seen in the latest GT3 and GT3 RS models as well as the ultra-rare 911 R.

In other words, the hallowed Mezger engine that can trace its roots right back to the very first 911 in 1963 is finally a goner. With the new GT3 Cup, it's no longer used for either race or roads cars. In its place is a 4.0-

litre flat six that's closely related to the 4.0-litre engine in the GT3 RS and 911 R. For the race car, it produces 485 metric horsepower and thus slightly less than the full 500PS developed by its road going siblings.

Porsche says a range of innovative details improve efficiency and performance, ensuring better durability in racing mode and reduced maintenance costs. That includes valve drive with rigidly mounted rocker arms and a central oil feed for the very first time. What's more, an integrated oil centrifuge is used to optimise oil defoaming in the engine. A crank with

significantly increased rigidity has also been installed.

It terms of the bodywork, the massive 184cm-wide rear wing has been retained from the predecessor model, but a new front apron and rear end deliver improved downforce for better traction and performance. As for the wheels, they're carried over from the previous Cup car and remain gorgeous mono-bloc 18-inch racing rims complete with central locking mechanism, 270-section Michelin racing slicks on the front axle and big old 310mm boots out back. Wouldn't it be nice to see a road-going

New 911 GT3 Cup racer will be the mainstay of Porsche's global one-make championships and the Grand Prix supporting Mobil 1 Supercup



New racer finally does away with the legendary 'Mezger' engine in favour of an engine closely related to the GT3's roadgoing 4-litre DFI unit. Above right: Hans Mezger, albeit with one of his less successful engine designs – the V12 F1 unit from the '90s

GT3 with a similar amount of meat in its sidewalls? But we digress.

As with other models built on the latest Type-991 platform, the intelligent aluminium-steel composite construction ensures maximum rigidity and a lightweight body. The new 911 GT3 Cup is ready to race weighing in at just 1200 kilos.

Porsche race-engineer boffins have also once again focused specifically on driver safety during development. The driver is protected by a solid safety cage and an innovative, bucket-style racing seat with

MEZGER THE MAN

And says a final goodbye to the legendary Mezger engine

The term "Mezger" means different things to different Porscheophiles. When Porsche's mainstream engines went through a rough patch in the late '90s and into the '00s, Mezger meant power and reliability. When Porsche shifted its latest GT3 and GT3 RS to a new architecture, Mezger stood for character and real racing provenance, too.

But there's a man behind this particular machine and that man is Hans Mezger. Born in 1929 in Besigheim, Swabia, Mezger joined Porsche in 1956, working on engine development. After a series of race engines, Mezger was a key player in the design of the legendary six-cylinder boxer engine in the original 911. The core design of the crank case from that engine essentially survived in road cars up to the 997 GT3 RS 4.0. In time, engines based on the design became known as "Mezger" engines.

The design lasted even longer in the race cars, which just goes to show how robust it was. Porsche was reluctant to swap it for the new "A1" architecture, despite the obvious advantages of direct fuel injection. Other highlights in Mezger's career before his retirement in 1994 included development of the air-cooled twelve cylinder engine for the Porsche 917, which produced up to 1200 horsepower in the 1973 CanAm version.



additional reinforcements around the head and shoulder area. The enlarged rescue hatch in the roof, in line with the latest FIA standard, makes it easier to provide initial treatment and recovery following an accident.

Intriguingly, Porsche manufactures the 911 GT3 Cup on the same production line as the 911 road car in its main plant in Stuttgart. The basic race tuning is performed at the Weissach motorsport centre, where vehicles are also thoroughly tested by a professional race driver prior to delivery. Some 3031 units of the 911 GT3 Cup have been built in the

996, 997 and 991 model lines since 1998.

Thus, the 911 Cup is the most-produced and most-sold GT racing car in the world.

The new car will be used in the 2017 race season, initially exclusively in the Porsche Mobil 1 Supercup, held alongside the F1 races, and in the Porsche Carrera Cup Deutschland, as well as in North America. As of 2018, the car will also be available for the other brand cups. In total, Porsche is organising 20 of these race series for customer teams around the world, with the 911 GT3 Cup being used exclusively.

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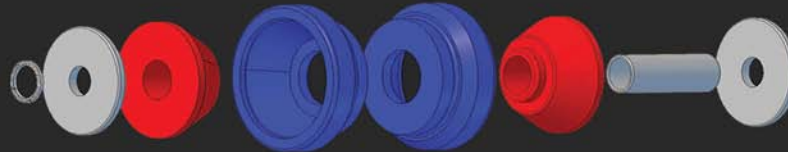
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Porsche 911 964 3.6 Turbo
 Only 632 built for Europe
 1995 - 71,749 km € 299,900



Porsche 911 3.2 Speedster Small Body
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Not what it seems. To even the keenest Porsche spotter, this is, to all intents and purposes, a Macan in a fetching shade of blue. But, no. It is a copy made in China and is known as the Zotye SR9. It comes with a 187bhp 2-litre petrol turbo engine, equipped with all the usual niceties, and costs just £12,300



MACAN COPYCAT GOES ON SALE

Stop. Wait. Do not adjust your spectacles, do not reboot your iPad. The car you see pictured here does indeed look very much like a Porsche Macan. But it is, in fact, a shameless knock off. Yes, it's not just watches and luggage that get ripped off on an industrial scale by Chinese counterfeiters. It's cars, too.

Known as the Zotye SR9, it was first shown in concept form in 2014, which just goes to show how quickly Chinese auto makers with a penchant for homage can react. Technical highlights include just a single engine at launch, a 2.0-litre turbocharged petrol engine offering 187bhp and driving through either a standard five-speed manual or optional six-speed dual-clutch transmission. The starting price in China equates to about £12,300 in old money.

Inside, even the SR9's dashboard is an obvious copy of the Macan and includes an optional LCD instrument cluster. However, where the Chinese car does differ is overall dimensions. At

4744mm in length, 1929mm in width and 1647mm in height, the Zotye SR9 is 63mm longer, 6mm wider and 23mm higher than the Porsche Macan. It also rides on a 43mm longer wheelbase than the car from which it is clearly inspired at 2850mm.

If you are wondering how the SR9 is even possible, that comes down to what you might call relaxed Chinese intellectual property laws. When the Zotye concept was first shown, Porsche reportedly threatened legal action but has yet to actually pull the trigger. However, should any attempt to sell the car outside of China be made, it's likely Porsche would be forced to act.

And the SR9 is far from the only Chinese knock off. Zotye itself also makes copies of the Audi Q3 and Q5 along with a number of VW clones. Another Chinese brand, LandWind, caused controversy with its X7. Externally the X7 was an even closer copy of the Land Rover Evoque than the SR9 is with regard to the Macan.



Some interesting results from the Porsche-only Silverstone sale in October. Early 924 with under 10,000kms on the clock went for £15,000. Multiple concours winning 944 Turbo S not so much of a steal at £35,000. Carrera GT failed to sell, while ex UK press-fleet 996 C2, with low miles and good history, made £16,880

SMORGASBORD OF PORSCHEs AT SILVERSTONE SALE

Strong line-up and sales at annual Porsche auction

After the stunning recent results from RM Sotheby's auction in Battersea, including a 993 GT2 that sold for £1.85 million, all eyes were on Silverstone Auctions' Porsche 2016 sale, held in association with Porsche Club GB on 15th October.

It's fair to say that the line-up wasn't quite as stellar. The star turn – a Carrera GT – failed to sell, and is currently still being marketed by Silverstone Auctions at £484,000. However, sift through the sale and there's some interesting stuff and results, too.

This being *911&PW*, we are always drawn to the more quirky/unusual, or should that be the cars that are more in our price range? Well, possibly, but oceans of undriven exotica don't really do it for us. Equally, it's also good to see some of the Porsche underdogs getting a look in, too.

With 2016 being the 40th anniversary of Porsche's transaxle cars, the performance of those entered in to the auction was certainly of interest. Depending on your viewpoint, the bargain of the event had to be a 1981 924, with just over 10,000kms on the clock. To all intent and purpose, this car was effectively brand new and sold for £15,000. Now that's a lot for a 924, but not a lot for what is surely a unique 924. A number of 968s made strong money, with a couple of Club Sports selling at £25,000–£26,000 and an original, unrestored, one-owner 928 S fetched £9000, while a 1991 928 GT, with

desirable manual gearbox, made £24,750. We're pretty sure that can only increase in the future.

Big transaxle money was paid out on a multiple concours winning, 1988 944 Turbo S, with 44,000-miles on the clock, which sold for £35,440. Steep, but apparently fair these days.

A couple of 996 C2s seemed to be rather good value for money. Both were very early 1998 cars, with manual gearboxes with 60,000-miles and 72,000-miles respectively and fetching £14,625 and £16,880. The latter car was an ex-UK Porsche press fleet car, and would certainly have passed through *911&PW*'s hands at some time, not to mention every other UK car mag! Is that provenance? We're not sure, but worth hunting out some press clippings.

Sticking with water-cooled, a seemingly unexciting 986 Boxster S made £14,060, but had just 9000-miles on the clock. A bargain we reckon, and not so much money that you wouldn't want to use it, despite its low-mileage status.

The big money items? Lightweighters fared well. A 2010 997 GT3 RS fetched £168,000, which made £48,000 for a 30,000km 996 GT3 look very good value, not to mention a 997 GT2 at £102,000, oh, and a Manthey modded 996 GT3 at £68,000.

There was, of course, more. For the full results check out: silverstoneauctions.com.



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HAS PORSCHE REALLY MADE 8000 911 GT3 RSs?

We put it to Porsche...

When the latest Type-991 911 GT3 RS was launched early last year, Porsche estimated a production run of around 2000 units. That was pretty much in line with the production numbers of the previous two GT3 RS models from the 997 era.

Now rumours are circulating of dramatically increased production numbers of up to 8000 units and additional allocations for Porsche dealers. But what is the truth and why does it matter? For an answer to the latter question, you need only look at the prices commanded by the 991 model on the open market.

The original list price in the UK was £131,296. Current used prices range from just over £200,000 to nearly £300,000. If Porsche really has made, or is planning to make, anything like the rumoured 8000 units, that could have serious consequences for long-term values. So where have the rumours come from? In part, it's down to discussions customers are having with Porsche dealers in response to new production slots being allocated.

Then there are numbers emerging from the US. Porsche North America has always done things its own way and is routinely more open about the number of cars it sells than head office in Germany. Apparently, Porsche NA is expecting to deliver around 1400 units overall. If you then extrapolate out based on the typical proportion of cars going to the US you arrive at a figure of around 3500 to 4000. Nowhere near 8000, but still getting on for double

the number of previous 997 GT3 RS models and massively more than low volume examples like the 996 GT3 RS or the 997 GT3 RS 4.0-litre, which were limited to around 600.

To get to the bottom of it all, we spoke to Porsche GB's product affairs manager, Nick Perry. He says that Porsche never specifies the production numbers for non-limited models like the RS before production ceases. With this still ongoing, in other words, he can't tell us exactly how many Porsche has or will make. However, Perry does point out a few factors that suggest the real figure is very likely at the lower end of the speculated range, at the very least, and also present difficulties in suddenly increasing production. "For a model such as the GT3 RS with a magnesium roof, carbon front wings and so forth," Perry explains, "the specialist suppliers of such components need to work to a number to support the manufacture of those bespoke parts. And our own production facility – where we needed to modify the assembly line to incorporate the 21-inch diameter rear wheels of the RS (the biggest ever wheels on a 911) – also needs to work to a figure for logistical reasons."

Perry also says there are always fewer RS models than their plain vanilla GT3 siblings. All of which doesn't absolutely exclude the possibility that the rumours are true. But it does suggest estimates of 6000 to 8000 units are awfully unlikely.

OUR TAKE

THE NUMBERS GAME

What does it matter how many of a given car Porsche makes? That's an interesting question. When Porsche announced that the new 911 R was to be limited to 991 copies, that pretty much guaranteed it instant-classic status.

In the current market, it also guaranteed instant profits for anyone who had an allocation. But what if Porsche had made five or even 10 times as many? It would have been exactly the same car. And yet its appeal would have been quite different. In fact, had the 911 R been explicitly available in unlimited numbers – "order one, and you can have one" – it's quite possible they may have struggled to sell as many as 991.

After all, it's a £130,000-odd 911 with a compulsory manual gearbox. And over 90 per cent of 911 buyers prefer PDK. At the same time, questions have arisen over the number of the latest 911 GT3 RS that have been produced. It's not a strictly limited car like the R. But a certain degree of exclusivity is assumed and indeed underpins market values that are in excess of the list price.

That Porsche chooses to be less than entirely forthcoming regarding the actual numbers made (see story opposite) doesn't exactly help. All of which makes for an odd situation where Porsche will proudly tell you how many Rs it has made. But not how many GT3 RSs.

MACAN RECALLED FOR SUSPENSION FAULT

Speaking of the Macan, but this time the real one, Porsche has issued a recall for certain 2016 models due to a front anti-roll bar fault that can compromise handling

A total of 102 UK Macans are reported to have been built between 30th July and 9th August 2016 with the relevant anti-roll bar connecting links. Failure of the links can lead to unpredictable handling. The specifics of the handling traits caused by failed links can vary, but increased oversteer under lateral load is a prime symptom. Another tell-tale sign is knocking or rattling coming from the rear axle.

In an official statement Porsche said, "there is the possibility that the front anti-roll bar of the affected vehicles were fitted with connecting links from a defective batch on which the connecting link bushings can move out of the connecting link eyes. This can cause rattling noises and can subsequently cause the anti-roll bar to stop functioning during extreme driving manoeuvres. If this happens, the sporty handling as designed into the Macan may be impaired, resulting in oversteering of the vehicle."

If you're wondering how a failed front roll bar can cause oversteer, as with most handling issues it's a complicated subject. But in simple terms, the failed front roll bar means the rear axle takes more of the load and thus is more likely to break away in extreme circumstances.

UK owners with cars affected by the faulty parts have already been contacted by Porsche. Porsche says owners are being invited to book their cars in to their local Porsche Centre, where a repair will be carried out free of charge.





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There will be a number of Porsches up for grabs in Milan in November as RM Sotheby's hosts the auction of a significant automotive-themed private collection

SOTHEBY'S MILAN SALE SPECTACULAR

Silverstones' sale on the 15th October isn't the only auction of interest to Porschephiles. RM Sotheby's "Duemila Ruote", to be held in Milan on 25th November, is also crammed full of tasty Pork.

RM Sotheby's says it's the largest automotive-themed private collection sale ever staged in Europe, featuring over 430 cars, 150 motorcycles, 60 boats and hundreds of bicycles and automobilia items, all offered without reserve.

The Porsche lots major on air-cooled kit, including a delightful looking competition-spec 356 coupe. An army of long-hood and impact bumper 911s are also on offer. Early 2.0-litre cars, a 2.4 S, SCs and 3.2 Carreras – you name it, there's probably more than one on offer. Several later air-cooled cars including RS variants of both the 964 and 993 are also available, plus a 959 in comfort spec. Nice.

The transaxle cars make an appearance, too, with a 1982 928S, plus several tidy looking 944 and 968 variants. Rounding the sale out are several 911s from the water-cooled era, including multiple GT3 models and two Cup cars. There's also an early low-mileage 986 Boxster and a 2005 Carrera GT for good measure. For more information, head for rmsothebys.com.

DANSK AIMS FOR FULL REPRODUCTION SHELLS

Fancy building a brand new air-cooled 911?

We are none of us getting any younger. That includes air-cooled 911s, which are getting on, especially the early long hood cars. Danish Porsche parts specialist Dansk has been producing replacement panels for these models for some time. But now Dansk has set its sights on something slightly more ambitious: the ability to supply every panel for a long-wheelbase model and thus create a new 911 from scratch.

At the recent Frankfurt Automechanika show, Dansk showed off a fully built shell. However, only the parts in black were Dansk's own. Still, that does include a new front section in one piece, including inner fender, front panel, firewall and lower pressing all welded

together. Dansk also produces all floor panels, side panels, fenders, quarter panels, front and rear panels, bumpers, front bonnet and rear hood.

According to Dansk's Martin Frank, just add to that the roof, the seat well and some additional small parts and you have a new 911 shell. "Our plans are that within three to four years we have all panels produced. When we have all panels, then we can start thinking about making our own Dansk chassis," Frank told *911&PW*. Quite what Porsche would make of Dansk selling full 911 shells is another matter. In the meantime, you can browse Dansk's current parts and offerings at jppgroupclassic.dk.



It could only be a matter of time before Dansk is able to produce complete 911 shells. Bodyshell on jig demonstrates what is currently available, with all the panels in black produced by Dansk. We think it would certainly be an interesting development



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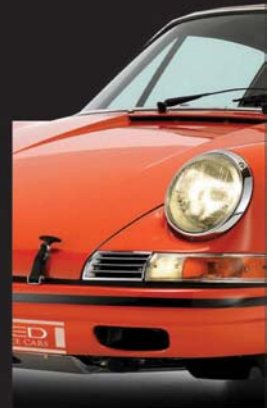
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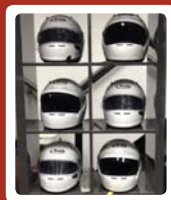
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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

WORTH TWO IN THE BUSH

Comfort and precision. Never the twain shall meet? Perhaps not, but with Powerflex's new gearbox mounts for 996 and 997 variants of the 911 you do get to choose how much of each you want. The standard Porsche mount is tilted heavily towards comfort, what with its rubber bushings and plenty of void space leading to significant movement. Powerflex's solution involves polyurethane inserts that fill the bush voids and significantly increase control and precision. The inserts are available in both Powerflex's standard yellow polyurethane and their firmer Black Series formulation. The mounts are available for both types of gearbox mount used across the 996 and 997 ranges. The Powerflex part numbers you need are PFR57-530 and PFR57-531 and the price for each is £28.74 including VAT. Grab yours from powerflex.co.uk.



BEEF UP YOUR BUTZI BAHNSTORMER

Bomb-proof build. Hewn from granite. Machined from billet. So say the clichés of conventional wisdom when it comes to the 964 and 993 variants of the 911. And who are we to argue? However, even these run-out air-cooled classics do have their weak spots. One such opportunity for improvement is the engine carrier. In fact, it's not unheard of for the carrier to bend, crack or even fail when the car is tracked or fitted with stiffer engine mounts. Porsche fitted reinforced carriers to its race cars for just this reason. Now you can, too, thanks to the new Rennline carrier. It's not only stronger and stiffer than the standard carrier. It's also 1.4lb lighter thanks to its CNC engineering and tig-welded construction. Yours for \$495 from www.rennline.com. So call that £380 plus shipping, VAT, duty and swamp insurance (OK, not swamp insurance) in old money. rennline.com



WEIGHT SAVING MEASURES

Here are some new products from Stuttgart-Classica. These lightweight aluminium door hinges (bottom) are CNC machined from aluminium billet and are perfect for a race car application, or any 911 that is looking to lose some weight. Available as body-only halves or complete hinge sets according to application, they cost from £150 a set. But that's not all...

How about some matching lightweight aluminium bonnet and boot hinges? These are manufactured from 5mm aluminium plate, with water-jet-cut holes for added lightness. Polished up to a mirror finish, they will look perfect on any 911 and can still be used in conjunction with the bonnet or boot gas struts. They are available for 1964–1989 Porsche 911s, 964 and 993 models. Prices start at £395 per pair.

www.stuttgart-classica.co.uk



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LUXURY LUGGAGE

Given the current market value of classic Porsches, this natty new collection of bespoke bags had us worried for a moment. But we are assured no 911s died to bring you these bags. Instead, the handles are inspired by the steering wheel spokes from the iconic 2.7 RS of 1973 and, similarly, the fabric inserts recall the classic houndstooth and tartan check seat centres from 911s of old. Brought to you by Haendel, a new Dutch specialist in travel bags, the Grand Cols Collection are named after Europe's highest mountain passes, hand-made from calf skin and fine-tuned to fit limited luggage space. Haendel says four of the Grand Weekender bags exactly fit the luggage shelf of an air-cooled Porsche 911. At 1529 Euros a pop, that would be quite an investment. But then style never came cheap. Find out more from haendeldesign.com.

CARRERA 2.7 BIBLE

Spare a thought for the poor old Porsche 911 Carrera 2.7 of 1974. Until recently, it was almost invisible in the shadow of its more illustrious sibling, the Carrera 2.7 RS. And yet the Carrera 2.7 shared an identical engine and much of its DNA, including the wide-hipped shell, with the attention-grabbing RS. Of late, market values have grown to reflect its true place in the Porsche pantheon. And now you can celebrate this relatively unsung hero with a new book dedicated to the model. Meticulously researched by author Brian Snodgrass using Porsche archive material, period documentation and access to private collections, Carrera 2.7 sports over 800 images among its 406 pages and includes the complete story, from the original factory options to its production history. Available from parabolicapress.com for £190 plus shipping and duties.



PUSH YOUR BUTTONS

How about this for a different kind of resto-mod? Specialists in Porsche badging and other tweakery, Car Bone, are now offering a complete Porsche panel switch restoration service. The Polish outfit reckons it can rescue worn switches, buttons and panels from any possible Porsche and restore them to their former unfingered glory. Its show-piece offering is a restoration of the A/C panel for 964, 993, 944 and 968 models. The skilful restoration involves high quality paints and decals to resurrect the original factory finish. What's more, the turn around on receipt is just one to two days. Pricing starts at \$50 or roughly £40 per button, but you can send images of the buttons and switches in question for a detailed quote. Find out more from car-bone.pl.



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SUIT UP

Newsflash for the 911&PW massive. Summer is over. So why not suit up with this super Martini Racing kit from our chums at Selection RS. The jacket recreates the Martini Racing team kit worn by staff during the 1975 season. Features include obligatory Martini stripes, zipped sleeves and an embroidered Martini logo. Its an official Martini product, made of polyester and both lightweight and waterproof. It's yours from 149 Euros inclusive of taxes and thus £128. Available in sizes from small right though to XXL, SelectionRS advise that it's a tight fit and ordering the size above your sartorial norm is advised. If you seek something simpler, how about the Martini Club International T-shirt? It's 100 per cent cotton and on offer for 34 Euros or £30. Both garments can be ordered now via selectionrs.com.



A SMALL TASTE OF TARGA

Get a load of this slice of scale-model Targa tastiness. It's a 1972 2.4S Targa recreated in painstaking 1:18-scale detail. The model includes a raft of period-correct features, including chrome Fuchs wheels, the side mirror, the glass-house highlights, the long-hood styling and the signature anodised Targa hoop. But the really clever bit involves the fully functional doors and panels. Both front and rear panels open to reveal the luggage compartment and a detailed engine bay. The doors, likewise, pop open to provide access to the feature-complete cabin with sports seats and five-on-the-floor. The critical final flourish, of course, is the removable Targa panel. How can you resist? Available now from selectionrs.com for €139 or £120 including VAT.



A TINY TURBO

The Porsche 911 Turbo. The very best there is. When you absolutely, positively have to obliterate every other car in sight, accept no substitute, as Samuel L. Jackson would say. That's as true today as ever. Even the standard 911 Turbo now packs a preposterous 540hp and will hit 60mph in less than three seconds. Of course, at £126,925, it'll cost you. As for the even faster £145,773 S, let's not even go there. Instead, why not ponder the standard Turbo's 198mph top speed and weaponised styling features courtesy of this 1:43-scale model. It's all there including the signature air intakes in the rear wings, the quad-LED driving lights, the massive multi-spoke wheels and the bi-plane rear wing. Yours for €49 or £43 including VAT, the place to go to bag one is selectionrs.com.



R IS FOR RARE

As we pen these very words, an example of Porsche's latest unicorn car, the type-991 911 R is just about to go up for public auction. If nothing else, that will put an end to the speculation over the prices commanded by this painfully desirable pseudo-analogue throwback. Then again, as the example in question happens to be specified without that all-important lightweight flywheel, it will probably go for pennies. In the meantime, perhaps we can interest sir in this scale model. It's a 1:43-scale recreation of the car that itself aims to resurrect the bare-bones appeal of the original 1967 R, an 800kg flyweight that many regard to this day as the purest 911 of them all. It was certainly the lightest. However you see it, you can have this pitch-perfect 1:43-scale model of the modern R, one of a limit run of 1911 copies, for €89 or £77 including VAT. Who knows it too may become a collector's item, albeit with value in keeping with its 1:43 scale. selectionrs.com.



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THE USUAL SUSPECTS

As summer draws to a close, Keith Seume extolls the virtue of visiting 'all makes' classic car shows and makes a fascinating discovery. Meanwhile, he gets all weak-kneed over a four-door Porsche that preceded the Panamera by two decades...



KEITH SEUME
Editor, *Classic Porsche*

GETTING OUT AND ABOUT



Jonathan's house just a few miles away from Henlade, the location of the show, and had expected to see a few more Porkers – but aside from a 356 and a couple of late-models, none were to be seen.

But in many ways, that made the show even better, for we got to check out a wide range of cars with which we were unfamiliar (or at least, I certainly was). I have always liked French cars, especially oddities like Panhards and older Citroëns, but I was rather taken with a 1940s Hotchkiss saloon which was totally original and for sale at £17,750. OK, so that's not cheap but had it been a better-known marque you could probably have doubled the price. It was wonderful – and, like many French cars of its time, right-hand drive.

I wandered around, looking at the Caterhams which had arrived *en masse*, and various hot-rods, which had their own enclave, before stumbling across a rather nice early TVR. Now I've always liked the older TVRs, and used to lust over a locally-owned V8 Tuscan, with its rumbling small-block Ford V8.

But the car which caught my eye was much older than the Tuscan: I think it was an early 1960s example (please excuse my lack of detailed knowledge of the marque!). Actually, it wasn't so much the snub-tailed styling and wire wheels which caught my eye, so much as the Porsche connection. Yes, you did read that right.

OK, so it was only a modest connection, but a connection it was, and I must admit it surprised me. I had always imagined that British sports cars of that era would have wishbones and coil springs at the front, but instead the little TVR featured transverse



Far left: Annual Thornfalcon classic show was a great opportunity to give *El Chucho* a late summer airing, and an entertaining day out looking at cars of other marques

Left: A surprising 'Porsche connection' – early TVR used trailing arms and torsion bars from a VW Beetle, with a 356-style ride-height adjuster built in

When you're a big fan of a particular marque, it's all too easy to get wrapped up in your own little world. We all love Porsches (well, I presume you do – after all, you're reading this magazine) and so we tend to go to events where we see lots of other Porsches and meet other Porsche-loving people. It makes you feel 'safe'.

And to be honest, there's nothing wrong with that, but every now and then it does you good to step outside your comfort zone and head along to a random event to check out what else is on offer. Personally, I love going to non-Porsche events – or more strictly speaking, events where there are other makes and models on hand.

Here I'm not talking about the big meetings, such as Le Mans Classic or Goodwood's famous Revival, but smaller, more local gatherings or race meetings. A month or so back, I tagged along with a group of Porsche owners from the west country who'd decided it would be fun to go to the now-famous Thornfalcon classic car show near Taunton in Somerset.

This meeting is pretty unique in that entry is totally free for everyone, and it attracts hundreds of cars (and motorcycles) of all ages, but mostly what we loosely refer to as 'classics' – which tends to mean virtually anything built up to the 1980s. Think Austin Allegro and Triumph Stag.

Actually, don't, for there was an amazing variety of classics in attendance, from 1920s Austins to a new McLaren. Only a smattering of Porsches, though, including *El Chucho*, and friends Jonathan's 914/6, Peter's 914/4 and Jeremy's lovely 356A. The four of us had caravanned up from

multi-leaf torsion bars and VW Beetle trailing arms (see above). There was even a 356-style height adjuster built into the upper torsion-bar tube. Ferdinand Porsche would have loved it. And that, folks, is why I love going to multi-marque shows. You never know what you'll discover.

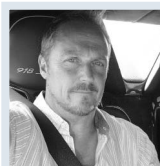
My latest trip out was very local – all of about six miles – to a hillclimb at Tregrehan House near St Austell in Cornwall. There I met up (again) with Jonathan Williamson, this time at the helm of his well-used and very successful 1972 911S (ignore the impact bumpers and whale tail – they're part of the car's long history!).

JW's a bit of a star when it comes to hillclimbing, so it was no surprise that he stormed the course in fine style. His and mine were the only two Porsches there that day, but that didn't stop it being a wonderful day out – yet again.

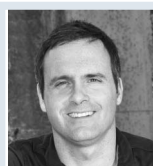


There's not a huge amount of Porsche motorsport action in the south west, so it's always good to see Jonathan Williamson waving the marque flag at KS's local hillclimb event

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



BRETT FRASER



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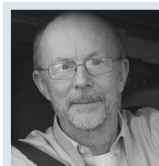
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FOUR DOORS TO THE FORE – A LOST OPPORTUNITY...

The launch of the new Panamera gave Porsche the excuse to dust off the truly wonderful 989 prototype. I say 'truly wonderful' because I believe it is one of the best-looking Porsches never to make it into production. This was largely due to two parties falling out with each other...

Porsche's former CEO Heinz Branitzki was the man behind the project, making available a sum of DM1 billion to develop a new car to sell alongside (not in place of) the 911. Gone would be the 924, 944 and 928 in a move that was intended to take Porsche into more upmarket territory. The project was to be managed by Ulrich Bez.

Fresh from a stint at BMW, Bez made big changes at Porsche, bringing the Indycar programme to a halt, simultaneously taking the marque into the heady world of F1. The 944 was kicked into touch to make way for the stop-gap 968, while the 911 was to be given a new look, a revamp that resulted in the fresh-faced 993.

But the car which seemed to get Bez most excited was 'his' new upmarket Porsche, a car that would sit at the top of the range in a market segment which was new territory for the company: the 989.

This was to be a four-door executive 'saloon' powered by an all-new front-mounted 300bhp 3.6-litre V8, aimed squarely at BMW's successful 5-series range, and most notably the high-performance M5.

Styled by Harm Lagaay, the 989



succeeded in retaining a family resemblance to the forthcoming 993 despite its engine location. In fact, the styling is in many ways more reminiscent of the later 996 and, to a certain degree, the much later 997. Its elegant curves (penned in the 1980s, remember) have stood the test of time, making the first generation Panamera in particular look clumsy by comparison.

Unlike the outgoing front-engined Porsches, the 989 was to feature a more conventional layout, with the gearbox attached directly to the engine. But that's about as far as 'conventional' went, for the transmission of choice was to be a six-speed Tiptronic semi-automatic, with a PDK

design a possibility if available in time. Four-wheel-drive was also to be an option.

Test mules were built, and universally praised by all who drove them. But when Ferdinand Piëch made his dislike of an 'executive Porsche' clear, the project was ultimately doomed. Bez left the company and, with the 989 on the brink of going into production, the plug was pulled largely on grounds of cost. Efforts were made to sell the engine to other manufacturers to recoup some money but nobody was interested.

Ferdinand Porsche is said to have been furious at the waste of so much money for so little result. I'm just furious that the elegant 989 never made it into production...

At Goodwood, Porsche showed the 989 as proof of how it had been considering a four-door, four-seat model way before the Panamera, the latest version of which was mysteriously hidden from view behind a screen...

GOOD TIMES AT GOODWOOD

The Goodwood Revival is one of those meetings I try not to miss. For some stupid reason, I never went to the very first one, but have only ever missed out on a couple since. Its detractors will tell you it's expensive (which it is) and overcrowded (which it also is), but where else in this country do you get to see such great entertainment? If nothing else, people watching is always fun at Gooders.

Porsche representation has always been a bit hit and miss at the Revival, with the occasional 356 or 550 making an appearance, but rarely much more than that. Many people I spoke to expressed the wish that Goodwood would (is that poetry?) make the famous 911-only race from last year's Members' Meeting a regular part of the attraction, but it's unlikely to happen.

However, despite the lack of on-track Porsche action, there's still plenty to see elsewhere. For the last few years, Porsche itself has taken space in the 'Earl's Court Motorshow' building, this year taking the opportunity to show off the new Panamera with the help of a couple of four-seater prototypes, including the elegant 989 (see above), while outside the track, Porsche Classic from Germany is now a regular, this

year showing off a stunning 356A coupé and running up a freshly-rebuilt Carrera four-cam motor, much to everybody's delight. Staff were on hand to answer all your restoration questions, too.

But we were particularly pleased to see the effort made by Porsche Club GB, whose display of two early 911s (Simon Bowery's racer and Fred Hampton's 911S lightweight), a 904 and a 356 Carrera

attracted a lot of favourable comment – as did the inspired 'Speedster' coffee bar.

For several years, the club has been (often wrongly) accused of turning its back on the classics, seemingly preferring to new owners of new models into the fold, but this display turned all that on its head. The Porsche marque has a wonderful history and there's a lot to be proud of. Well done to all at PCGB – you did a great job! **PW**

Below left: Porsche Classic from Germany has been exhibiting at Goodwood for the last couple of years

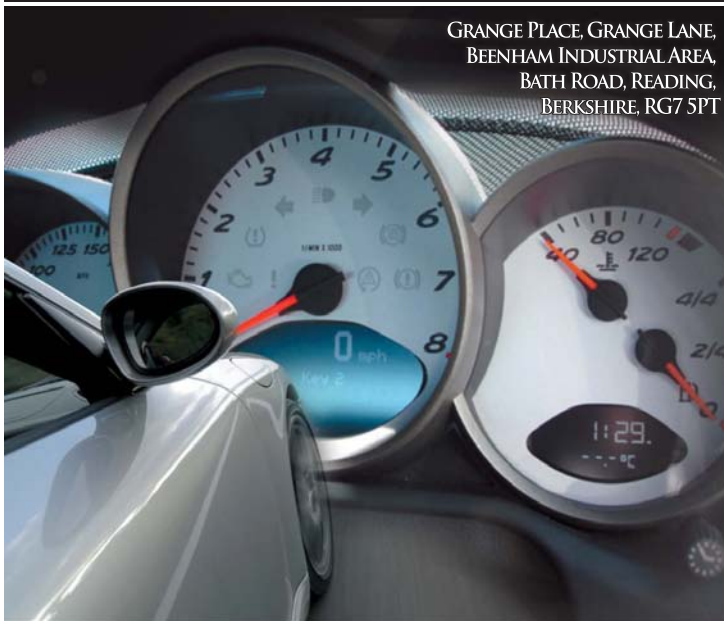
Below: Hats off to Porsche Club GB for going the extra mile at the Revival



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911(997) Targa 4S 3.8 pdk (09 - 2009)
White with black leather
38,000 miles.....**£50,000**



911(997) Targa 4S 3.8 pdk (58 - 2008)
Silver with black leather
45,000 miles.....**£46,000**



911(997) "2S" 3.8 pdk (58 - 2008)
Basalt black with black leather
27,000 miles.....**£42,000**



911 (997) "C2" 3.6 dk (09 - 2009)
Silver with black leather
34,000 miles.....**£39,000**



911 (997) "2S" 3.8 pdk (59 - 2009)
Basalt black with black leather
67,000 miles.....**£38,000**



911 (997) Turbo 3.6 tip cab (08 - 2008)
Basalt black with black leather
45,000 miles.....**£54,000**



911 (997) "2S" 3.8 tip (57 - 2007)
Silver with black leather
52,000 miles.....**£33,000**



911 (997) "2S" 3.8 (57 - 2007)
Basalt black with black leather
51,000 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.....**£32,000**



911 (997) "2S" 3.8 (07 - 2007)
Atlas grey with black leather
47,000 miles.....**£32,000**



911 (997) "2S" 3.8 (57 - 2007)
Basalt black with black leather
53,000 miles.....**£32,000**



911 (997) "2S" 3.8 tip (06 - 2006)
Basalt black with black leather
39,000 miles.....**£31,000**



911 (997) "2S" 3.8 (56 - 2007)
Silver with black leather
55,000 miles.....**£30,000**



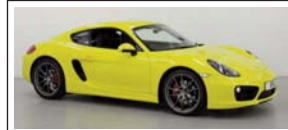
911 (997) "2S" 3.8 tip cab (06 - 2006)
Basalt black with black leather
50,000 miles.....**£30,000**



911 (997) "2S" 3.8 tip cab (06 - 2006)
GT Silver with black leather
50,000 miles.....**£30,000**



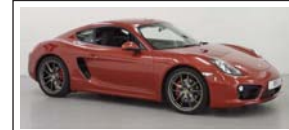
911 (997) "2S" 3.8 tip (06 - 2006)
Seal grey with black leather
54,000 miles.....**£29,000**



Cayman "S" 3.4 pdk (13 - 2013)
Yellow with black leather
25,000 miles.....**£45,000**



Cayman "S" 3.4 pdk (13 - 2013)
White with black leather
15,000 miles.....**£45,000**



Cayman "S" 3.4 pdk (13 - 2013)
Amaranth Red with black leather
27,000 miles.....**£44,000**



Cayman 2.7 pdk (64 - 2014)
Sapphire blue with black leather
8,000 miles.....**£43,000**



Cayman 2.7 pdk (64 - 2014)
Red with black leather / alcantara
13,000 miles.....**£43,000**



Cayman 2.7 pdk (14 - 2014)
Agate grey with black leather
18,000 miles.....**£40,000**



Cayman 2.7 pdk (14 - 2014)
Red with black leather
16,000 miles.....**£40,000**



Cayman 2.9 pdk (12 - 2012)
Basalt black with black leather
22,000 miles.....**£30,000**



Cayman 2.9 pdk (61 - 2011)
Platinum silver with black leather
24,000 miles.....**£29,000**



Cayman 2.9 pdk (12 - 2012)
Basalt black with black leather
39,000 miles.....**£29,000**



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



Cayman "S" 3.4 pdk (09 - 2009)
Basalt black with black leather
42,000 miles.....**£28,000**



Cayman "S" 3.4 (10 - 2010)
White with ocean blue leather
43,000 miles.....**£27,000**



Boxster "S" 3.4 pdk (12 - 2012)
Platinum silver with black leather
27,000 miles.....**£37,000**



Boxster "S" 3.4 pdk (12 - 2012)
Basalt black with black leather
18,000 miles.....**£37,000**



Cayenne "GTS" 4.8 tip (09 - 2009)
Meteor grey with black leather
45,000 miles.....**£26,000**



Cayenne "GTS" 4.8 tip (09 - 2009)
Basalt black with black leather
45,000 miles.....**£26,000**



Cayenne "GTS" 4.8 tip (59 - 2009)
White with black leather
62,000 miles.....**£26,000**



Cayenne "GTS" 4.8 tip (09 - 2009)
Silver with black leather
55,000 miles.....**£26,000**



Cayenne "GTS" 4.8 tip (09 - 2009)
Basalt black with black leather
53,000 miles.....**£26,000**



Cayenne "GTS" 4.8 tip (58 - 2008)
Basalt black with black leather
50,000 miles.....**£25,000**



Cayenne "GTS" 4.8 tip (58 - 2008)
Basalt black with black leather
58,000 miles.....**£25,000**



Cayenne 3.0 diesel tip (09 - 2009)
Silver with black leather
65,000 miles.....**£19,000**

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TRANSAXLE TALES

Going green was a great lead into Keith Seume's article about the new Cayenne GTS (August) and it is also a phrase that could be how many startled drivers of Granada Ghias, Vauxhall Senators and all the other 2.5-litre-plus rep mobiles felt on a memorable day in the early 1980s on a stretch of the M1 in the Midlands. Indeed, 'green with envy' was perhaps the more accurate description of those affected by the sight in their rear view mirrors that day.

I suspect many of them never even noticed the Porsche in their mirrors before it drew alongside in its full Dutch Police regalia. This was my first exposure to a Porsche in the real world and one that has remained etched on my mind since that day.

Keith's article referenced a visit to Mark Wegh's Classic Porsche Center Gelderland and within it the collection of Dutch police vehicles (see above – KS).

In the summer of 1983 I was working for a constabulary in the East Midlands in the traffic department. One of the sergeants in the unit was a true petrolhead – ultimately a privateer in the RAC rally later that decade – and through his contacts he was able to arrange the loan of a fully operational Dutch Police 911 Targa in support of a summer safety campaign we undertook that year. Older readers will remember the 'Keep your Distance' campaign with the familiar triangular car stickers that formed the thrust of the campaign.

The vehicle also came piloted by two gents from the Dutch police dressed in their immaculate white tunics. The story goes that they were not allowed to have the Targa top in place in inclement weather as it would impare them getting out of the car to speak with those whom they pursued.

A number of us were treated to a passenger ride – women first in those days – but on my turn we achieved a speed of exactly 149mph on the calibrated speedo. I will never forget the astonishment of the driver of a Saab 900 Turbo as our driver pulled alongside, smiled (left-hand drive, remember) and then accelerated away from a velocity already in excess of 100mph.

All these years later I have now become the proud owner of a Porsche 911 that brings the same degree of pleasure that I experienced back then.

Andy Baguley, via E-mail



Taken at Nottinghamshire Police HQ in 1983

CAVEAT EMPTOR

I always enjoy reading your magazine, and particularly like the *Usual suspects* column as it gives me, the reader, an insight into the way your contributors feel about our favourite cars.

In the November 2016 issue, Adam Towler brought up the subject of the way Porsche 944s are now being hyped up by dealers. His are wise words and they struck a chord...

About six months ago, I decided that I'd like to add a 944 to my modest fleet for use as a daily driver, or at least a car which I could happily use on the daily commute (about 50 miles each way over a mixed selection of road types) without due worry.

I had a budget of up to £8000 which I felt was more than enough for my quest. I began by looking at the *Autotrader* website, followed by *Pistonheads*, as well as magazines such as your own, of course. In the end, my eye was drawn to an advert by a relatively local specialist dealer (when I say 'specialist' I mean sports cars in general, not Porsches in particular) which was advertising a 1987 944S for £8500.

I called the number and spoke to a very pleasant gentleman who regaled me with tales of the car's exceptional condition and superb history. I said that I was interested but first I'd like to carry out an HPI check on line. 'No need!' I was told. 'We've already done one and have the certificate to prove it. The car's a good one' were his exact words.

I told him I would come and look at the car the following weekend and left it at that. But there was a niggling feeling in the back of my mind that, for the price of a night out, I ought to run my own HPI check. Boy, am I glad I did. It came back with



the news that 'my' car was a Category C write-off which had been repaired and put back on the road.

Now I know that is not necessarily a problem, especially if the repairs have been carried out professionally, but there would always be that stigma – a stigma that is usually reflected in the selling price. Clearly not so in this case. I called the dealer and told him I was no longer interested, and why. He came straight back with 'Yes, we know about the Cat C marker but we've looked over the car and it's fine. You won't be disappointed. These cars are selling fast and you'd be hard pressed to find a better one!'. I put the phone down...

So, there you have it: a specialist dealer who only saw pound notes and was hoping for a gullible customer. I'm just glad it wasn't me and that I followed my instincts.

It didn't take long to find a good car – I bought a Guards Red 944S (similar to the one in the photo – mine is in for some paintwork at present) from an advert on the PCGB forums and haven't looked back. Sadly, as these 'affordable' Porsches become more popular in the general trade I suspect there will be more dubious dealers looking for a sucker whom they can hoodwink into a deal. *Caveat Emptor*, indeed.

Bruce Hignall, via E-mail

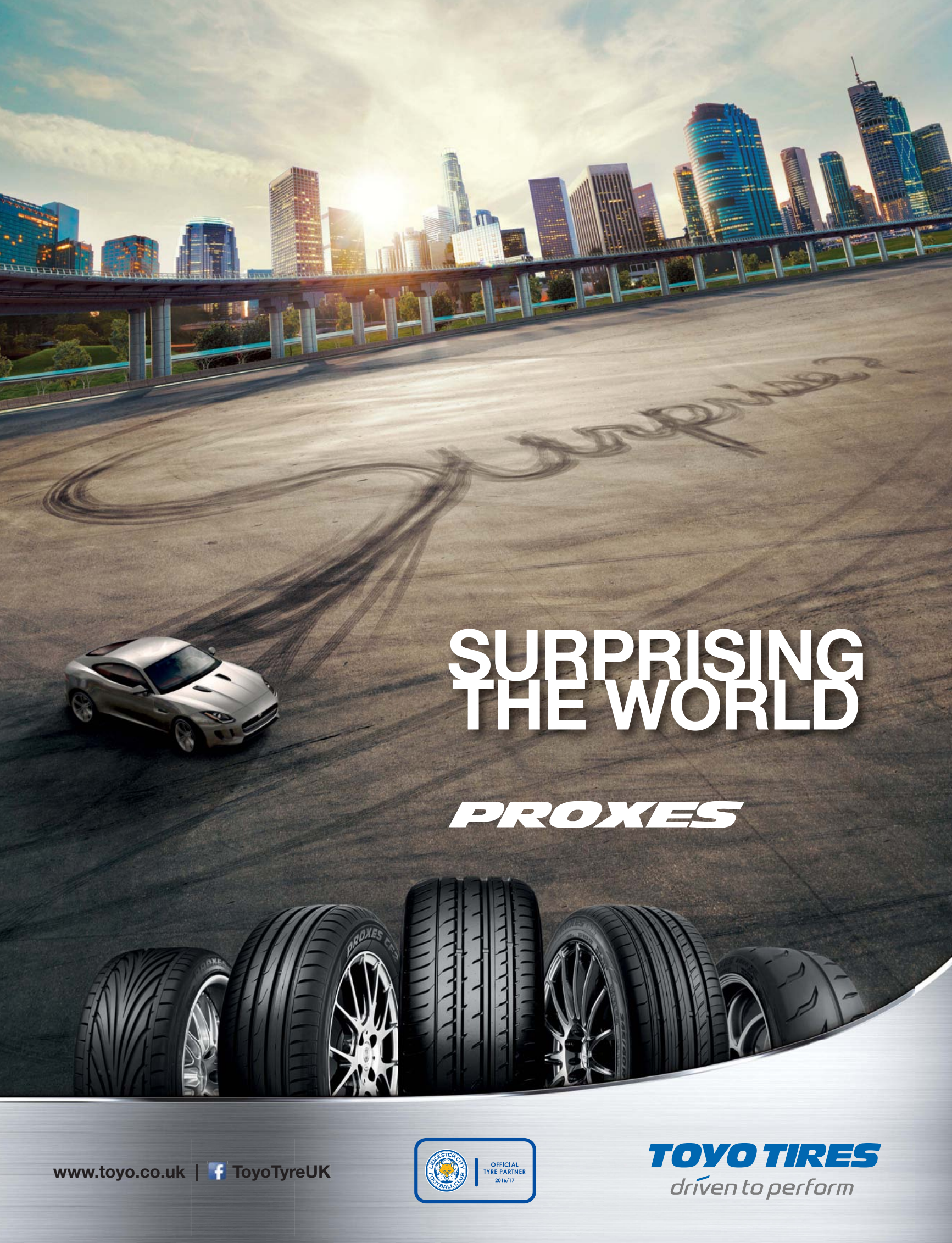
A WORD OF THANKS

Could I, through your magazine, send out a word of thanks to the driver of a white Porsche 964 who stopped to help my wife after her Cayenne broke down on the way home from Chichester?

I gather there had been a charity driving day at the Goodwood track that

day and he was on his way back. Without his assistance, we're sure she'd have been marooned for some time. So thank you Mr 964 – we hope you had a great day at the circuit and helped raise lots of money for a good cause!

Paul Starr, Guildford, Surrey



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THE TWISTED TWINS

A nut-and-bolt recreation of the beastly 993 GT2 and what must be the UK's ultimate track slag with 190 track days under its belt? It can only be Nick Ramsay and his famous Twisted Twins

Words: Jeremy Laird Photography: Antony Fraser

It's the quiet ones you've got to watch, they say. In which case, keep your scanners peeled for Nick Ramsay at a track day near you. For it is this mild mannered, unassuming, semi-retired IT systems and networking expert who is responsible for the positively homicidal pair of Porsches you see on these pages.

Let's put it this way. If you met Nick casually at a drinks party or a summer barbecue, you almost certainly wouldn't connect him with this Porsche pairing. One is a nut-and-bolt recreation of the beastly 993 GT2, the other what must be the UK's ultimate track slag, a heavily modified 996.2 GT3 Clubsport with no fewer than 141,000 miles and 190 track days under its belt, almost all of which have accrued during Nick's tenure.

Our preconceptions comprehensively and rather pleasingly blown to smithereens, it's time to get to know Nick and his remarkable

cars a bit better. Like many a committed Porscheophile, Nick methodically worked his way through a colourful series of machines before settling on Porsches as his primary, though not exclusive, motoring muse.

His early car history began in the 1970s with a Mk2 two-door Cortina in mighty 1600cc trim. Nick had it bored out to 1700cc, added a pair of fancy carbs and did the head work himself. Clearly, the bug bit early and bit hard. After the Cortina came some Leyland produce including, ahem, an Austin Allegro. A VW Polo in breadvan specification followed, itself usurped by a Ford Orion. Things got a bit more serious in the late 1980s with his acquisition of a BMW E21 323i, which bore Nick, his wife and their soon-to-be-born daughter to hospital at impressive triple-digit velocities.

Next up was a series of VW Golfs, starting with a Mk1 GTI, then a Mk2 GTI 16 Valve and eventually the ultra-rare Mk2 G60 he owns today. His first Porsche, meanwhile,

was a 996 Carrera 4 with aero kit. But it was the sad and sudden passing of Nick's wife in 2006, just 80 days after being diagnosed with cancer, that put everything into perspective. "I had a re-evaluation of my life to that point," Nick explains, "my daughter was 16, I'd built up a certain amount of money and I realised I might not be here tomorrow. So that's when I really started buying Porsches."

So what of Nick's two beasts and which one to start with? Your *911&PW* correspondent was lucky enough to sample both cars and it was the GT2 recreation that came first, so let's go with that. Nick bought the car, which started life as a 993 Turbo, roughly half completed.

"It already had the front transaxle stripped out and the GT2 'box fitted," he says, "it had the correct GT2 turbos and the interior modified, too." Everything else has been done in accordance with Nick's vision, his quest to create as accurate a GT2 recreation

Nick Ramsay with his Porsche duo. In the foreground a faithful reproduction of a 993 GT2 based on a 993 Turbo. Lurking in the background is Nick's extensively modified 996 GT3, which has 141,000 miles and 190 track days under its belt



as possible. "I changed the front uprights, the arches, wheels, rear bootlid – that was a mission to find, the boot lid. They had no stock at Porsche for fully seven years. But they've now restarted production, probably to supply competition cars. It wasn't cheap at £7500 for a polyurethane boot lid."

Another nice, geeky detail according to Nick involves those famous bolt-on arches. "They're all genuine carbon kevlar arches. One of them came from the original batch made in France, the rest come from Denmark and made much later, probably around 2007 or 2008. It took much longer to make the early arch fit," Nick says. In fact, fitting GT2 arches is and indeed was a brutal process, even when Porsche was doing it. "Porsche took standard Turbo bodies," Nick explains, "they had a template, and they just sawed that much metal off every corner." Pretty much the same process applied to Nick's car. Youch.

Anywho, the GT2 is now essentially the finished article, complete with a recent respray, paint protection film, KW coilovers and a 92-litre long-distance fuel tank. Nick's done 22,000 miles in the GT2 and we can confirm that it's a truly delightful road car. Like all GT2s, it looks like a thug. But, actually, it just wants to be friends.

The low speed character, including the bassy, languid engine note, is much more civilised than you might expect. There are real fireworks available from the circa 450hp motor, of course. But in the dry, at least, the massive rear track and those huge rear boots provide plenty of traction. Ultimately, it's a million times more usable and has a much warmer more approachable character than the bad-boy aesthetic would have you believe. Maybe Nick and his cars are more similar than they seem.

But what of the arguably even more menacing 996? All in black and ultra-purposeful, it looks like the kind of Porsche a Sith Lord would drive. There's even a little Darth Vader in details such as the tactile steampunk techniness of the remote reservoirs for the exotic Moton dampers. They look so lush, you want to reach out and feel the cool, smooth alloy (*Perv! Ed*).

However, it wasn't always like this. "I bought it on February 1st 2008," Nick says, "it was on 20,000 miles and it was a completely standard Clubsport model. Now it's on 141,000 miles and all of those additional miles are from track days or going to and from track days."

Needless to say, it's not quite standard any longer. "I wore all the suspension out within a year – the bushes, the shocks, the lot," Nick says. And so the mods began. "I like doing track days," he says with not a little understatement, "so, I decided to modify the GT3 to put up with the abuse."

The list of tweaks and major mods is, frankly, encyclopaedic. But here are a few of the highlights. The engine has had multiple rebuilds (more on that in a moment) and the suspension features the aforementioned Moton dampers, along with spherical jointed adjustable thrust arms all round, spherical toe links, forged and CNC machined lower control arms and billet aluminium top mounts with aerospace-grade monoballs. In short, the car is solid-jointed throughout.

Then there's the carbon roof panel, the 997 Cup plates in the differential, the 996RS flywheel and the 964RS engine mount. All of

Nick at the wheel of the 993 GT2 rep. He let us have a drive, too, and it's a lot more civilised than you might think and, with a 92-litre long distance fuel tank, it's designed for going the distance



“ Black and menacing, it looks like the kind of Porsche a Sith Lord would drive ”



Above middle: Nick has spent a lot of time pedalling this 996 GT3 – 190 track days and counting. Right: The secret to taking a GT3 engine to 141,000-miles? Lots of oil changes it would appear. Oh, and a few engine rebuilds



HISTORY

Launched in 1995 as a homologation special, the 993 GT2 is for some the greatest air-cooled 911 and therefore arguably the greatest 911, full stop. Maybe that's why one recently sold for nearly £2 million at auction. Whatever, it's definitely a beast with (latterly) 450hp and 432lb ft of torque. Just 57 road cars were built, of which only seven were right-hand drive. All had the outlandish rear wing, composite bolt-on wheel arches and a kerb weight of just 1295kg or about the same as a basic 2.5-litre 986 Boxster.

The 996.2 GT3, meanwhile, was the follow up to the original modern Motorsport 911. Arriving for model year 2004 and based on the facelifted 996 coupé, power from the hallowed 3.6 'Mezger' engine, which had a bottom end derived from the GT1 race engine, was up from 360hp to 381hp. The front brake calipers were also upgraded to six-piston affairs with ceramic discs offered as an option for the first time. Overall, it was a meaner, harder, track-focussed follow up to the more compliant and road-biased original GT3.

which amounts to less than one quarter of the full list of changes. Hardly anything on the car has survived unfettled. But try this for one last detail that captures the character of both the car and the man. The car runs yellow calipers that indicate Porsche's ceramic braking solution, while the discs are clearly steel. But this is no straight swap.

"The arc of the caliper was made for a 350mm disc and it can accept discs up to 362mm. But I had them machined out for even larger 380mm Alcon discs. It makes a huge difference. I run on slicks for track days and they'll take as much braking power as you can throw at them." Oh, and it just so happens that in his spare time, Nick is also the UK distributor for Alcon products.

As for those engine rebuilds, when you've done over 190 track days all over Europe including in excess of 500 laps of ye olde Nürburgring Nordschleife, a bit of wear and tear is perhaps to be expected. Over to Nick for the details.

"The first rebuild came at 85,000 miles," he says, "the next at 92,000 miles and then 131,000 miles. The first engine rebuild was a bit of a problem. The rings weren't gapped properly and therefore it damaged two bores. So it got taken apart, those two pistons and liners were replaced and it ran fine until 131,000." What happened next

probably still in the exhaust somewhere."

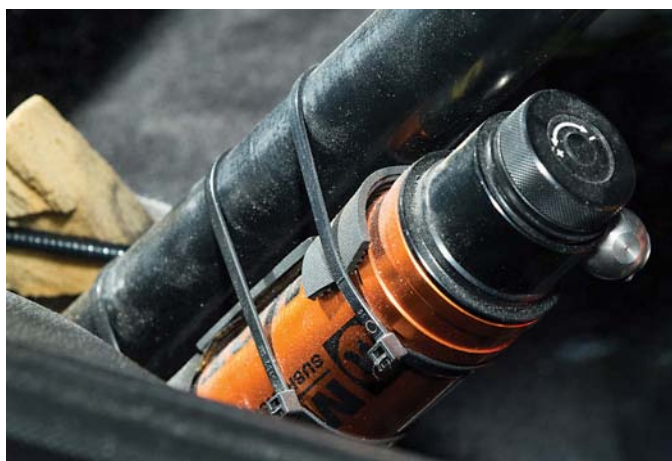
The most recent rebuild involved a full Porsche Motorsport piston and liner kit.

But what of the future, does Nick have any plans for changing up or adding further Porsches? His naughty little secret is an unmodified 997.2 GT3 Clubsport in paint-to-sample Riviera Blue, which he keeps tucked

“The first rebuild came at 85,000-miles, the next at 92,000, then 131,000”

remains something of a mystery. "It might have been a bad tune or dodgy fuel in Holland. But either way, it melted the aluminium at the top of one of the pistons, the ring opened up its groove and then an inch and a half of ring made a bid for freedom through one of the valves. It's

away for occasional road usage. But for now, Nick seems settled and happy with his stable. It's been some learning curve, taking his 996 from near-zero to 190-track-day hero over the past decade. And we dare say there's a lesson or two in Nick's story for all of us. **PW**



Above: Winged wonders or just 'Twisted Twins' as Nick Ramsay's duo is off referred to as. Whatever, they make for quite a sight on the road. Left: Remote damping and evidence of a life spent on track



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991 TUNED

It was only a matter of time before tuning outfits would crack the code to the gen 2 991's turbo engine management system and wind up the boost and fuelling. Enter, then, a 440bhp base Carrera from US tuner, Stuart Schikora

Words and photography: Matt Stone



All of the grousing about Porsche abandoning the gen 1 991 Carrera and Carrera S's naturally aspirated flat-sixes needs to stop, for at least two reasons. The first is that the old car is gone, at least from Porsche's new car model roster, and two, virtually every road test you read declares the cars worthy, if not exceptional. If you want a naturally aspirated Carrera or Carrera S, search far and wide, and if you're really lucky, you might find a new one still sitting in a Porsche dealer's back lot inventory. Your other choice is pre-owned.

The 991 gen 2 biturbo 3.0-litre Carrera is rated at 370 horsepower, and, here in the United States, begins at \$89,400. The equally new, also bi-turbo 3.0-litre Carrera S boils out 420 horsepower, and bases at \$103,400, which means the extra 50 horsepower costs you fourteen grand. Of course, there's much more content to the Carrera S over the standard Carrera than just the extra punch, so the incremental cost buys more than just a reduced 0-60 time. What matters here is the incremental cost per pony, whether it's dollars, pounds, euros, rupees or rubles, the axiom remains the same: Speed Costs Money, How Fast Do You Want to Go?

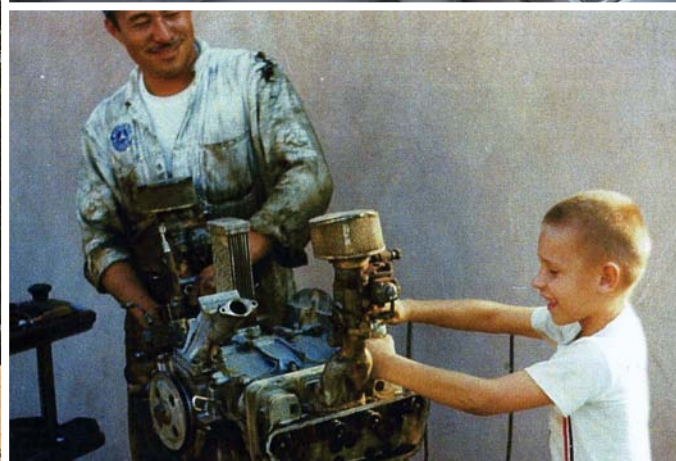
If your budget doesn't extend to a base price of over a hundred grand, there is a way to get the go for less dough. When it comes to cracking into Porsche's extremely well firewalled Bosch engine management systems, our Go To guy is tuner extraordinaire Stuart Schikora. Schikora's late father Harry was a Mercedes-Benz factory development engineer dating back to the 300SL Gullwing. After moving his young wife to America to build his family and his own businesses, Schikora the senior worked at another well-known Southern German import auto dealer, Auto Steigler, before hanging his shingle on his own independent Porsche service, restoration and race shop. When Harry Schikora built up an engine, it was balanced to perfection with hand polished inner workings. Son Stuart was into cars early, as you'd expect, and post earning his Engineering degree from UCLA, began building up hot rodded Ferraris, Mercedes and Porsches.

He was also learning all the classic mechanical mods – cams, heads, valves, pistons, exhausts and such – yet recognised early in the game that engine management and electronics was the way of the performance, fuel economy and emissions future. He was one of the early players in

"chip tuning" cars back when he had to "burn" an "eProm" microchip that needed to be physically plugged into a car's engine management computer. Of course now, several decades later, nobody does that anymore, because now the trick is cracking and hacking into the system's computer code and carefully reprogramming its ignition, fuel, timing and boost curves. This is the automotive equivalent of brain surgery, where the skilled surgeon can do great things with the car's brain power, or, alternatively, damage it for life.

Schikora often develops and shapes his own engine management profiles, but given the complexity and sophistication of the algorithms involved with some cars, finds it occasionally best to "get by with a little help from his friends; you can't beat the factory's engineering prowess." Stuart doesn't "tune and tell" thus will not name the names of his engineering pals at Porsche or Bosch, but it's clear he has some secret door help from those types of folk. His discretion for their anonymity, his own reputation, and that of his legendary father's, keeps those secret pathways quietly open to him, because those are the factory development shops that are designing and testing such things to OEM quality levels, 365 days a year.

A smart looking 991 Carrera and no more. Well, looks can be deceptive because this apparently standard machine has been tweaked to produce 440bhp. That's a full 70bhp over standard



Schikora was anxious to get his mitts and laptop on a new Carrera, confident that the added element of turbocharging allowed yet one more parameter (boost) that could be optimised for performance, instinctively believing that there was more easily obtainable power increases to be had with the 991 gen 2 cars than with the previous, naturally aspirated models.

Among his clients is Downtown LA Motors, among the West Coast's premier Porsche (and other premium German) dealers. He found just the subject he was looking for in the form of a new, 2017 Carrera 3.0 biturbo 7-speed special-ordered and just acquired by one of LAM's sales managers. This gorgeous Grand Prix White sunroof coupe is loaded with nearly every goodie you can pack onto a 991-2, short of PDK as the owner really wanted an old school manual. With it came special order Carrera S wheels. He's also added tinted windows, great for the look, and becoming nearly standard equipment in hot, sunny SoCal.

Everyone loved the way the car drove, but it didn't feel as quick as its 370 horsepower rating would indicate it should be. Schikora has tuned many of LA Motors' customer cars, so this dealership manager put his own machine into Stuart's hands. Schikora

obtained an experimental engine management map from "my friends in Germany" and set about tuning the program and algorithms up a bit based on his own style (kind of like blending your own favourite recipe in the kitchen), and goals for the car included more power and torque without compromising drivability, reliability, or emissions compliance, as California has a

comes with a lot more than just a power increase over a standard Carrera (such as a more sporting suspension, the electronically baffled Sport Exhaust system, and such), but the big point is that you can get the big power alone, for a lot less money, and never have to remove a single part or in any way open up the engine. In case you're wondering about boost levels, the stock tune allows for about

Above top: Manual gearbox option puts driver fully in control of the extra 70bhp on tap. Middle: It's in the blood: Schikora junior with father, Harry, pulling apart a 356 engine. Harry Schikora ran his own Porsche race and resto shop and prior to that was a development engineer at Mercedes in Germany

“ Schikora obtained an experimental engine management chip ”

mandatory bi-annual emissions sniffer inspection as an element of licensing renewal requirements. After his laptop spent a little time up close and personal with the Carrera, the results are startling: horsepower up to 440, with max torque increasing a commensurate amount. These ratings outstrip that of even the Carrera S, for a cost difference of not \$14,000 (or £9500 based on UK list price) but more like 15% of that. We're not saying that a tune job of this sort is a direct replacement for a Carrera S, as that car

0.9 bar, and it's now been bumped up to 1.1 bar – yes, there's likely more in it, but potentially at the expense of engine life, engine knocking, emissions or fuel mileage. So boost is like many things in that more is good, but too much can be too much.

We drove the car extensively in and around Los Angeles, having multiple opportunities to let the car off the chain, although our evaluation didn't include instrumented testing nor track laps, but we can tell you the car is now as fast as it should be, in fact at least



Carrera S fast. You'll quickly get into the habit of flicking the steering wheel mounted "mode control" into Sport the minute you fire the engine, because that's where the newfound power lies. Besides the noticeable punch of an extra 70 horses and the added torque, there's no newfound bad manners. The car fires every time, idles like a perfect gentleman, and doesn't ping or knock – which also proves how adept the engine

almost doesn't matter what gear you're in, but there's meaningful boost at 2000 revs or so, and it pulls like a small freight train right to the redline, although you don't need to rev it that far to get the most out of it. It's great to be able to carry good speed into a corner without having to downshift too far, and power out from Torque Fat City strongly with smooth, linear acceleration. Schikora said that the fattened mid-range torque was among his

especially the much slicker 7-speed manual shift action. The old shifter was a little doughy, never clearly telegraphing what gear you were in, nor which one you were calling for; no such problem now, as the revised shift linkage is sharp, crisp and communicative, which doesn't take anything away from the PDK but reminds you again how much you enjoy pedalling a good manual gearbox.

So if the base 991 Carrera can be tuned to 440bhp, with no problem, what is the 991 Carrera S capable of producing, with its bigger turbos? An easy 500bhp perhaps, for a relatively modest outlay?

“ What really impresses is the torque-rich mid range power ”

management system is at orchestrating myriad ignition timing, fuel and boost math. Fuel mileage is not impacted, other than by the driver having his or her foot on the loud pedal even more often than before. No smoke, no running on, no funny noises or emissions issues either.

What really impresses is the torque-rich mid-range. With a max 400lb ft on tap, it

main goals, adding more fuel, more timing and more boost in a smooth line with no peakiness. Job well done in that regard; the acceleration is just stronger and brighter all around the rev counter.

What else this revitalised performance curve allows you to do is really appreciate everything that's been updated and improved in the transition from 991-1 to 991-2,

The one thing from the Carrera S this car needs is a more full-throated exhaust. The car purrs lovely and with sophistication, but the motor music out of the pipes lacks excitement; the aftermarket can surely address this, as could a factory Porsche sport exhaust. The new mapping lets the engine burp and snap a bit on overrun, which sounds nice, but left us wanting more. We bet it won't be long before this car wears a sport exhaust of some sort.

So there you have it; Carrera S level power outputs with no downside, and for about 15% of the cost delta of the step-up model. If you own or are contemplating a 991-2 Carrera (or any modern, computer era Porsche), there's no reason you wouldn't do this. Call or text Tunermeister Stuart Schikora on US 310/430-2237. **PW**

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Stuart has long been recognized as a premium designer of Electronic Automotive tuning (ECU). Since 1988 he has specialized in Bosch and Siemens Control Units in the new generation of automotive design, but he has also extensive experience in the older versions of controls, E-Proms Bosch injection, EFI. In addition, Stuart has been intimately involved with many professional racing teams in programming their ECUs.

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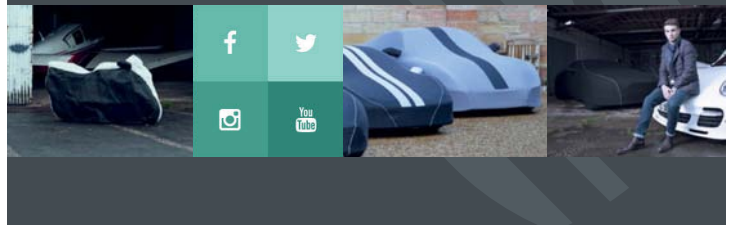
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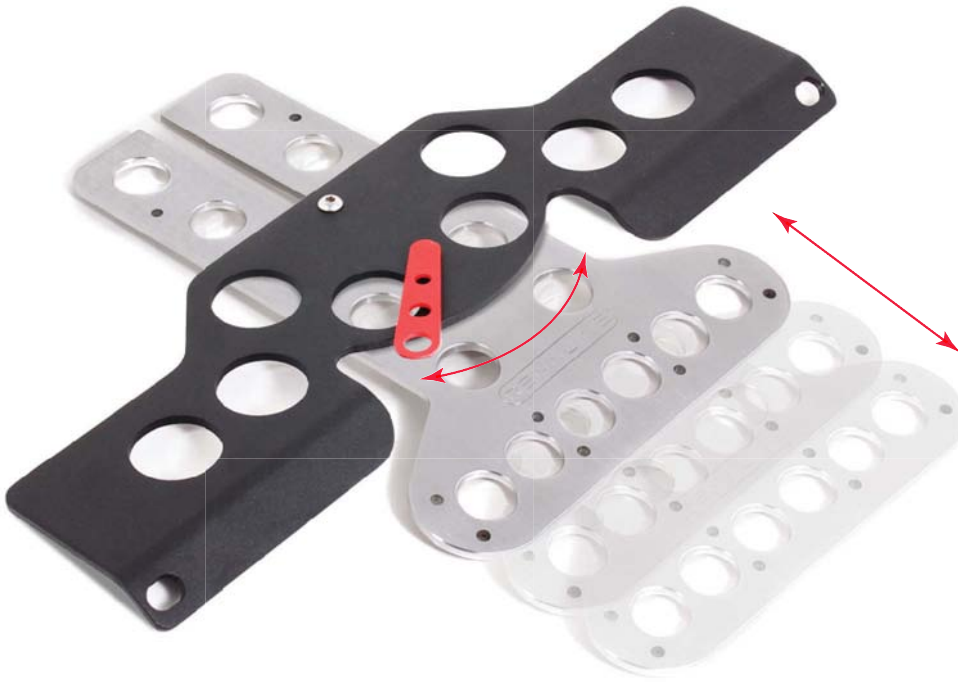


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MILLIONAIRE'S MILES

The astronomical auction price recently achieved for a 993 GT2 sets a dangerous precedent: similar cars may simply become undriven works of art. We pre-empt a lock-down

Words: Johnny Tipler Photography: Antony Fraser





To drive, or not to drive? When a car's value suddenly doubles, are we talking mothballs, or is it still fine to use it? Andrew Mearns of Gmund Cars is marketing this 993 GT2 and, despite its current worth in the wake of the recent Sotheby's sale where a sister car fetched £1.8m, he was generous enough to let us out on the Yorkshire Dales' fell roads, where we drove it as it was meant to be driven. Granted, that would have been executed more easily on a racetrack than the moorland lanes, but on the out-of-season

A-roads at least I discovered something of its true identity.

Backtracking for a minute, Porsche brought in the 993 GT2 racing car to contest the GT2 category of the BRP Global Endurance series in 1995 and the subsequent FIA GT Championship for 1997, with Roock Racing taking the GT2 honours in '96 and finishing runners-up in '97. This particular car is a street-legal evolution of the road-going 993 GT2 Club Sport. Originally bought by South African enthusiast and racer Bruce Joelson, it has seen track action in his hands, winning the annual Welkom 2-Hours

twice, as well as several 1-Hour sprint races at Kyalami. He arranged for the Evo race mods to be installed at the factory, including the rear wing, front splitter and racing oil feed to the turbos – rather than the GT2 Club Sport's road version. It also features GT2-R suspension and solid engine and gearbox mountings, and the 322mm cross-drilled and vented front discs and calipers are the same as the 968 Turbo RS. There's Bosch ABS operation, too. We know that the power-unit is the 3.6-litre, two-valves-per-cylinder 600bhp flat-six, mated with six-speed gearbox, but the contents of



Stripped for action. Interior is pretty much pure racer, not that this car will be doing much of that. Hard as it is to accept, for most Porsche fans this sort of high-end exotica is to be seen and not driven

the engine bay are rendered invisible by the vast intercooler that occupies the inside of the engine lid as well as the upper portion of the engine bay.

It's breathtaking to look at – the familiar 993 form embellished with an odd welter of add-on protuberances. Beginning at the front of the car, the remarkable aspects of the GT2 include the black splitter curving around the bottom of the airdam, which is hollow and flimsy, but looks like a step for climbing onto a bus. The valance contains two tall grilles for the oil coolers, a pair of ducts to cool the brakes, the tow-eye, and another couple of grilles on either side for dissipating heat from the nose. The add-on wheelarch flares are what give the GT2 its distinctive squat, purposeful stance as much as its slammed suspension and negative camber – and they are attached by little chrome Allen screws, seven each for the front ones and eight on the rears. They add 30mm at each corner to the car's width, and the point of them was that they

could be replaced more efficiently than panel beating in the event of an on-track alteration. Cup mirrors are to be expected, but that rear wing...! I mean, short of the Chaparral WSC prototypes and F1 lunacy from circa 1970, wings do not come much loftier. This biplane device is as tall as the

of the lower one appears to have been sourced from the Pitts Special parts-bin. It's crudely bracketed on with three screws on either side so it's angle-adjustable, with another three screws at each end attaching the fins. It's this lofty rear wing, more than the wheelarch extensions, which proclaims

“ Short of the F1 lunacy from circa 1970, wings don't come much loftier ”

coupe roof. The base spoiler section is incorporated in the engine lid with its broad lattice grille, with pudgy fins either side featuring the embossed GT logo and the forward-facing triangulated fish-mouth intakes serving the intercooler. That part is harmonious enough with the rest of the car, but the top wing cantilevered off the sides

the GT2's racing purpose, redolent of frenzied pit work assisting the driver's quest for split-second lap-time advantage. For such a sophisticated piece of kit, though, in road-going terms you'd call it a lash-up. Moving on, the aluminium bonnet and doors help restrict the kerb weight to 1133kg (against 1295kg for the 'normal' road



Figure hugging race seats and a fresh air feed for those endurance races



version of the 993 GT2). Cladding the gold-centred BBS split-rim alloys are Pirelli P-Zero Rosso 235/40 ZR 18s up front, and 325/30 ZR 18s on the back. Quite the trad Ferrari race look – red coachwork with gold wheels. There are two more sets of wheels and tyres – one Speedline and another BBS.

There's a comprehensive roll-cage welded in within the car; the only tube missing is one passing horizontally across the lower dash, but unlike some restrictive cages this cabin is easy enough to vault into. There's a Momo F1 steering wheel with red horn buttons handily placed on the spokes, and a prominent speaker tube beside the A-post for communicating with the engine room – actually it's nothing more than a fresh air supply for a sweaty race driver. Between the seats is a lever for adjusting the firmness of the front anti-roll bar – notch it forwards for hard and backwards for soft, another aspect of the

racecar spec as mandated by the FIA for GT2, rather than being tucked away under the front lid. The rear suspension rebound adjusters are also within the cabin and not tucked away in the engine bay. Pedals are drilled aluminium TechArt jobs, with left footrest and a slab of plywood on the floor. Otherwise there's no carpet or headlining. Inner door skins are plain cards with simple handles, thong pulls and wind-up windows. There's no interior light and no sun visors. The chairs are glassfibre buckets, solid and unyielding, enmeshed by Schroth four-point harnesses. The paradox of this is the dashboard and dials are standard 993, though without radio, natch, but there is a glove locker, and even more bizarrely, an on-board computer supplying all the usual data like fuel consumption. The short gearlever falls readily to hand, topped by an acorn-shaped knob off a 962. Behind the driver's seat is the Motronic ECU, and behind the

passenger seat is a modest fire extinguisher. And there's a red ignition cut-off by the light switch, with another one in the lower left of the luggage bay, where we also find a pair of remote reservoirs for the dampers with knurled knobs for adjusting the firmness, along with the strut-brace. There's no spare wheel. The fully adjustable rose-jointed suspension is comprised of alloy components, with Bilstein dampers and RSR springs providing the firmest of rides – though allegedly less fidgety than a rock-solid GT2 race set-up. As for badging, the rear reflector which is foreshortened by the plethora of brake lights, reflectors, reversing and tail-lights contains the Porsche identity, but apart from the bonnet badge, that's it. You either know what it is or you don't.

So now we move on to the thorny subject of values. For many people, the 993 GT2 might just as well be £180 grand, let alone £1.8 million. The air-cooled ship has sailed. However, it is a phenomenon that causes reactions, by degrees, from raised eyebrows to rampant defamation on the blogs. You don't have to go back very far to find values escalating. In 2012 at RM Auctions in London a road-going GT2 went for £324,000, and a Club Sport

Awesome! An overused description, but this time it's bang-on to describe the impact of a 993 GT2 on the move. Just imagine being overtaken by that?

“ So now we move on to the thorny subject of values ”





The moment the market changed? Well, not quite. The market for modern homologation Porsches had been rising rapidly for some time but, never the less, £1.8m for this 993 GT2 at Sotheby's London sale in September 2016 – £1m over estimate – was seen as a watershed moment

model from the Trundle family collection went for \$357K (£228K). By autumn that year one was on offer at £620K – though it may not have reached that. Then, in 2013 at Gooding & Co's Pebble Beach auction a GT2 Club Sport sold for \$506K; so in three years they have trebled in price. It's not as if buyers are few and far between at these sorts of prices; at the recent Sotheby's auction where the low miles GT2 made £1.8m three competing buyers pushed it to £1m over estimate, and the winning bidder – a noted fan of 964s and 993s – also bought three other Porsches. There were seven high-end Porsches in the sale, including a 993 RS, a 930, a 2.7 RS and a 993 Turbo S, and the four cars that made the most money went to this particular buyer.

To get an idea of the likely fate of the cars, I spoke to Peter Haynes, Sotheby's press officer, and he told me that collectors with the wherewithal to afford these prices have grown wealthy through success in

tech, IT or the City. 'Instead of buying shares or traditional financial bonds they put their money into art, and classic cars are a branch of art. They probably have a space where their favourite cars can be displayed in a controlled environment, and instead of the Hurst or Koons they show a

new generation that grew up with posters of Testa Rossas and Countaches on their bedroom walls were seeking out examples of the real thing. Now we have wealthy tech and IT or City people to whom even a Daytona looks old fashioned, and it's the '90s cars like the 993 that are floating their

“ In tech and IT it's '90s cars like the 993 that are floating their boats ”

993.' Mine would be more like an Emin, but that's another matter. 'The market is evolving for sure,' said Haynes. 'Twenty years ago, pre-war cars were deemed most collectible by people of a certain generation, and that was followed by a resurgence of interest in '60s and '70s cars including the Ferrari 275GTB and Aston DB5. Then a

boats. So we are going to see values of cars from the '80s, '90s and 2000s going up in value.' There's hope for us yet then! But do they get used, these millionaire's marvels? 'Broadly, there's a line drawn in the sand at 1980,' says Haynes. 'Cars built earlier than that, like the 2.7 RS, people don't care about mileage, it's more about





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We move away from this absorbing feature to take a look at Tipler's fashion choice for today's drive. Note how his striped hat is colour-coordinated with the GT2's roll cage, and how elements of his natty, paisley print shirt match the green trousers. Johnny has often been described as being 'good with colours' and we wouldn't disagree

condition. Ironically it doesn't matter how many miles you put on an older car; with something like a '20s Bentley the engine's probably been rebuilt ten times, and no one will think twice about buying a 2.7 RS whose engine has been rebuilt by a reputable specialist. Doing an event like Tour Auto with it doesn't detract from the value, it adds to its provenance. But people buying the more modern cars are obsessed by mileage, so the less a car's done the more they like it. Preserving that investment means keeping the mileage low, so there's unlikely to be any trackdays or grand touring. If they do, and then sell the car for 30 per cent less than they bought it for, that means they have the benefit of a big luxury. You have to ask yourself, which would you buy, a low miles 993 RS whose inherent value rests in its recorded mileage, or a 1972 Ferrari 375GTB which you could drive with no regard to mileage – for the same price? What's Peter Haynes' tip for the

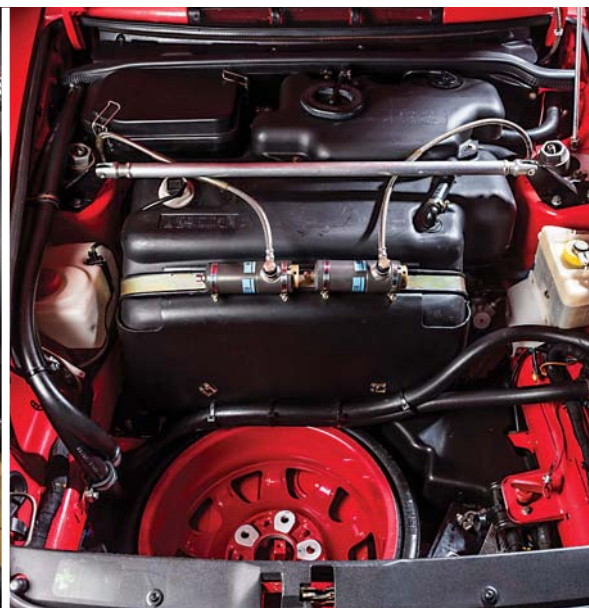
future: 'a low numbers Porsche like a 4.0-litre 997 GT3.'

To hear an owner's view I called our friend Vic Cohen, who sometimes helps out as a driver on a big shoot. Vic had two 993 GT2s, a blood orange one and what he calls a 'Viagra blue' car. 'The orange car I sold to a French racing driver and he still uses it on track, and the blue one – Audi RS pearlescent blue – had a boulevard suspension system. I bought that ten years ago for less than £100 grand in Bremerhaven, tracked it for three years, rebuilt the engine, and it's the ultimate air-cooled 911. But is one worth more than a Carrera GT? Thomas Schmidt is probably the expert. As for £1.8 million, what's the point of keeping your money in the bank?' OK, so they only made 172 GT2s, of which about 30 were Club Sports, so I suppose there's a justification of sorts for these prices, but they do leave me feeling rather numb.

Andrew Mearns fills in some of the history on our red car: 'the last guy's had it for 15 years, and he's not done a lot with it as it's been in the Apex Porsche collection (on the Weltevreden estate near Stellenbosch, South Africa). It was modified when new at Porsche, and not molested along the way. We'll probably get the Speedlines repainted with the correct grey wheel centres, but I do like the BBS with the red centres. Although it did a few minor races it's never been pranged – I've checked for that and it's totally straight. Prices have been creeping up – Hexagon and JMZ had a couple a while ago, but at £800–£900 grand the Sotheby's guide price was spot-on for the blue one, till three potential buyers showed up all wanting to own it, and that drove it up another £1 million. It had done 2000kms and was a true collector's piece. This one we've got here is worth a bit less as it's done 16,000 miles. I want to present it to its next owner as it is, in original condition,



Bilstein dampers feature remote reservoirs, which sit on top of the long-range fuel tank. Spacesaver spare would look amusing if pressed into action



although we could make it pristine, but then you risk over-restoring a car and I'm not a big fan of that.' Will it sit in an air bubble in someone's private art gallery? 'It needs exercise, and it's got a few stone chips, and it's not Ferrari GTO money, so people will still use it.'

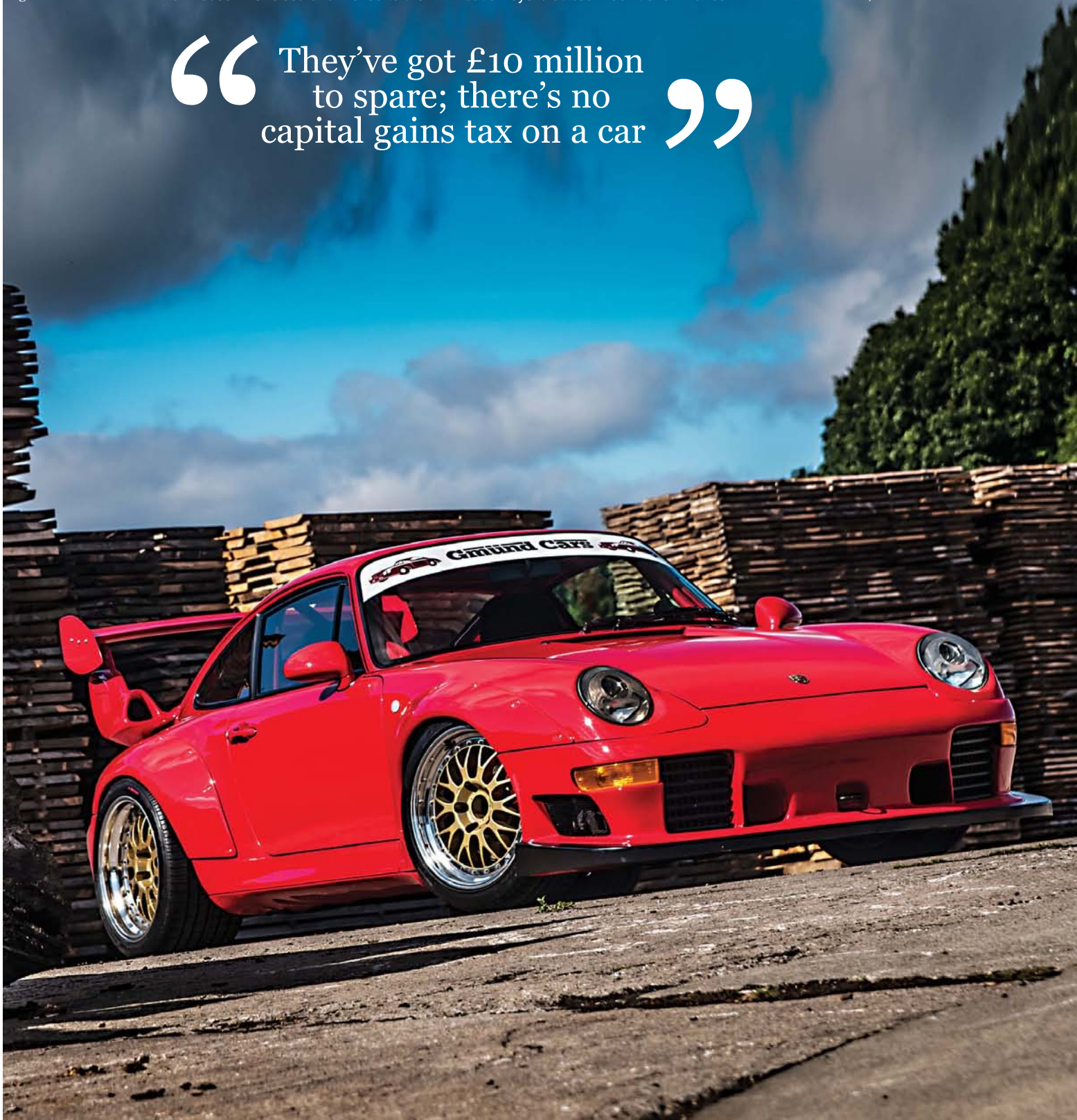
It's hard not to lament the fate of a car that is destined to spend the rest of its days as some sort of investment. Still, like a piece of art, it is at least good to look at

Andrew believes we're witnessing a sea change in buying behaviour. 'There are the connoisseurs, but there are also a lot of people coming along with plenty of money and very little knowledge, and it's a whole new audience for us as well as the auction houses. Maybe they've just sold their house in Chelsea and moved to the

Cotswolds, so they've got £10 million spare; there's no capital gains tax on a car so it's a great place to park their money. Everyone's thinking, I want a classic car: Audi quattros, Ford Cosworths, Peugeot 205s and VW GTis, Ford Capris, they're all over £20 grand now. Traders are not going to auctions any more because you just can't get in. It's husbands and wives, no background knowledge, no discussion with dealers, no due diligence, and it's a whole different ballgame. We've got a customer who used to spend around £20 grand on a Porsche; now he doesn't bat an eyelid at £60. I don't offer finance

any more, even though it was profitable and people like Lombard used to fight over my business; banks do personal finance if you need finance. My old customers have been blown out of the water financially. The 3.2 that used to be £15K and you could just add on another £10 grand to trade up to a 964 for £25K – not any more. People like that have moved onto water-cooled. So who is my target audience? Someone in Bahrain, or a collector in California, apparently. I've still got normal 3.2 Carreras, a 944 Turbo and 964s in stock, but with people out there looking to park £1 million on a car, I'm keen to see where it

“ They've got £10 million to spare; there's no capital gains tax on a car ”



£1.5M 993
GT2



Winged wonder!
Downforce doesn't
come much more
outrageous than with
a 993 GT2 wing and
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extension

takes us.'

I'm also keen to see where the 993 GT2 takes me as well. I'm harnessed into the uncompromising chair, which I shuffle close to the wheel for arms-bent steering. The cacophony when it starts up is absolutely deafening – a melange of whirring gears, clutch whine, turbo whistle, differential and driveshaft graunch. And somewhere in there is the flat-six engine exhaust, only that's drowned out by the raucous transmission squeal. The gears shift surprisingly easily, and it is an easy car to control, contrary to the bellicose soundtrack. However, the hard suspension means every nuance of the road surface make itself felt in the bouncy ride. It does not deliver its performance in a peaceful way: the G-forces literally knock my head back under sharp acceleration, but once I get a bit of speed up it does start to make sense. There's a fair amount of torque-steer in the straight-ahead, due to the massive amount of negative camber on the front wheels, and it is responsive to on- off- throttle for over- and understeering changes of direction. Once I get in the groove it's quite enjoyable, though

every impression is tempered by the colossal mechanical noise. On a track you'd be wearing a helmet and, frankly, ear defenders wouldn't go amiss on the open road either. It's like a loud switch – the faster you go the louder it is, and the only time it's relatively placid is cruising on an A-road on a trailing throttle. You've always got company with this car, the soundtrack sees to that. Yet it drives very nicely, for all that, and once I'm up at

where I point it. It's a load of compromises; radical, extreme – a 993 on steroids.

Sure, it's eye-catching, and people stop to ask about it when we've parked up on the moors for Antony to swap cameras or lenses, but there's no question, as Andrew says, 'it's a road-legal track car that you can drive to the circuit, have an awesome day blasting around the track, and then drive home.' And that's where it belongs – on the

“ And that's where it belongs – on the track ”

5000rpm the cacophony takes on a deep baritone growl; it's not a brutal racing clutch, the shift is workmanlike but perfectly compliant moving from notch to notch. There's no turbo lag – it's instant forward motion once the throttle's pressed. Turn-in is sharp and accurate, aided by the negative camber and despite the size of the front tyres. The slightest steering input and it goes

racetrack, and it sort of goes without saying that we've simply scratched the surface of its true capabilities. It's a really exciting car, and I would love to have more of a go. Let's hope that, wherever it ends up, the new owner will be of the same disposition. Call me Slumdogg, but I can't see myself reprising the driving experience by any other means. **PW**

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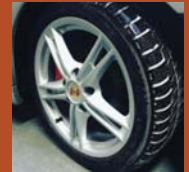
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DRIFT AWAY

In a bid to improve trackday driving standards, Johan Dirickx has prepared a trio of 944s and issued the Sideways Challenge! We take an oblique view of the project...

Words: Johnny Tipler

Photography: Antony Fraser



How they miss one another I will never know! Two drift kings pirouetting their 944s in unison for the benefit of our lensman, full-tilt, sideways around Abbeville's 13 tight turns – and a spillage seems inevitable. Supremely talented as they are, it's just a matter of time before one or other overdoes it and the tormented tyres cry 'enough' – and as Quinten's car rotates, Johan ducks behind him and disaster is narrowly averted by a whisker. Things we do to get the money shots – and both 944s are frequently dodging Antony's camera car by the width of a Rizla paper.

This is all very well as a spectacle, but it does have a practical aspect, too. Johan rents Abbeville circuit twice a year as a venue for giving his RS treasures a blast, and he's invariably joined by a great bunch of Benelux Porsche owners who chip in, equally hell-bent on extracting the max from their beloved Porkers. Johan also

races his 993 GT2, 3.0 Carrera RSR and SCRS in historic events like Goodwood, Daytona and Laguna Seca and has also done Classic Le Mans in a Batmobile. In a bid to share some of his experience and enhance fellow Porsche fans' on-track proficiency he's prepped four 944s appropriately. They are set up so they come unstuck easily and, with guidance and practice, the driver can tip the car into controlled and prolonged sideways motion. 'People who want to go out on track with a Porsche and have fun with it and do some drifting can hire one of these 944s for the day. But I will only rent them out on an event that is under our control – you can't just say, "hey, I want to rent a car for a trip to the Nürburgring," I'm not doing that for obvious reasons. Only yesterday we rented one of the cars out and the gearbox got trashed already! That meant that Johan's trusty spannermen Mike van Dingenen and Joe Pinter beavered away for most of the day in their Abbeville Nissen hut garage to

rebuild the transmission.

Another reason for choosing 944s is that they are much less expensive than 911s, yet more powerful than 924s, and also easier to drift at low speed than Boxsters. 'They cost between €8000 to €12,000 euros,' says Johan, 'though we have done quite a lot of work to the mechanicals, put in the seat harnesses, the race seats, the roll cage, fire extinguishers, so we've made them into race cars, effectively.' All have equipment attached to the passenger-side transmission tunnel consisting of an independent handbrake lever and brake bias lever, so that the rear wheels can be locked at will, all calculated to enable the drift procedure. 'I would guess that the values are now up to 18- to 22,000 euros,' calculates Johan, 'but for that price I cannot prepare a 911 for people to go out and thrash around a circuit.' We have three cars at our disposal here: a 211bhp 3.0-litre 944 S2 and two 220bhp 2.5-litre 944 Turbos – and there's another prepped





The drift fleet: A couple of 944 Turbos and a 944 S2 (albeit with a standard 944 Lux front bumper)

Turbo back at base. 'The original idea was to have one Turbo for the instructor and three normally-aspirated ones for the clients, but it didn't pan out quite like that,' laughs Johan. 'The extra power of the Turbo makes it easier to drift, and it means we can play around more with tyre sizes on the back wheels to facilitate the drifting.' They run the same width front wheels all round so the rear tyres are narrower than they would be normally. Certainly, of my outings with Quinten in the S2 and Johan in the Turbo, the latter was the more vivid experience – and that's not to decry Quinten's abilities as he's a hugely qualified circuit driving instructor with experience on a number of European tracks – just that the Turbo is the

sideways specialist's star car.

In any case, the 944 is an inherently well balanced chassis, so it's not apt to snap back, and once tweaked into a slide it can be balanced on throttle and steering wheel and the drift maintained all the way around the corner. As Johan says, 'The 944's handling is more predictable and, for a novice, it's an easier car to drive. A 911 is a handful if you don't know what you're doing, whereas with a 944 you have 50/50 front-to-rear weight distribution, so basically you put it into the corner and give it a flick and it starts sliding and it's very easy to catch, whereas you have to be ahead of the game in catching a 911. What I want to achieve is for people to start in the morning with no sliding

experience, and by the afternoon they can say, "hey, I know how to slide a car!" Punters don't just arrive and drive. For the first hour it's mandatory they sit in with an instructor – in this case Quinten – so he can demonstrate the lines through the corners, and show how to modulate the car's progress around the circuit by juggling the steering wheel and accelerator. Driver and passenger swap over, and the instructor can then assess the pupil's level of ability and prospective talent. As Johan says, 'he can visualise how you drive, are you hard on the clutch, are you hard on the brakes, are you hard on the gearbox, and then he will give you some advice. Quinten is very good at instructing people, and they feel confident

Tipler learning the Dark Art of drifting from instructor, Quinten





when they drive with him and get better and better. And afterwards he follows you in another car to see how you get on, so he can tell you what you got wrong. People improve quickly, and even if they've never tried it before, by the end of the day they have much better control than they had in the beginning, and they feel wonderful about it because they've done something they never did before, with a reasonable degree of success.'

Johan and Quinten's near-miss flags up a practical aspect that has to be taken into account. Most people here are regular trackday participants and they all fancy their chances with a bit of drifting, though Johan takes the view that the majority will prefer to rent a car rather than risk pranging their own car into the barriers. 'We have a bodyshop back in Belgium, so even if they total the car, it will never be entirely written off because I will always be able to get some parts back. As we do everything ourselves it's only labour which is expensive, but it's not the same as if you were to trash a 911. I'm working with an insurance company to produce a policy so we can insure our clients, but it won't be an annual thing as we only do two or three events a year at the moment. Otherwise, the client hands me a deposit and if nothing

happens to the car the deposit is returned at the end of the day.'

And how many sets of tyres do they get through in a day? 'How much do you want to drift your car?' counters Johan; 'if it was me I would probably need four or five sets in a day.' Sounds like a promotional gift for a tyre manufacturer. 'I think for normal clients just the one set will be sufficient, maybe not today because it's getting very warm and we might get some extra wear on the tyres.' And since a car slides more easily in the wet, does that mean the customer will be hoping for a rainy day?

'Yes, if he's not afraid of the rain, and also if

driving a car that's drifting.'

Johan gives a demonstration. I clamber into the 944 passenger seat and buckle up. I thought he would do one, maybe two laps to warm the tyres up, but he goes for it straight way, blitzing the Tarmac with sideways attitude and pluming more smoke than the Red Arrows. 'When I'm drifting my aim is that, after the second turn, I need to have got the feel of the car, understood how it works, maybe not always perfectly, but there or thereabouts.' There are other visceral sensations to drifting. Second time around, I can see the spent rubber literally smoking on the corner – and we're certainly

Why a 944? Why not. It's rear drive, well balanced and it's not going to bite back like a 911, making it the ideal Porsche enthusiast's first time drift experience

“ For normal clients, just one set of tyres will be sufficient... ”

we do it on a wet day there'll be much less tyre wear, much less fuel consumption, so for me it would be better to have it wet. It's also fun to drive in the rain. But I have noticed lots of people hate the rain for one reason or another, which is one reason why I think we should get people accustomed to

smelling it! The soundtrack too is something else: imagine those TV documentaries where dog-sled teams cross the Antarctic in a raging blizzard; well, the wailing, tortured tyres of the sideways 944 sound just like the banshee polar wind screaming across the ice-sheet.



Synchronised drifting from the masters: Quinten and Johan. This could be you after just one day of tuition

The 944 Turbo makes for the optimum drifter, thanks to extra power and torque, which makes unsticking the rear that bit easier. Roll cages and race seats are part of the package

He'd be a shoe-in for Strictly: twirling the wheel this way and that while dancing the Quickstep on the pedals, Johan elucidates: 'We have a brake bias to the rear, so whenever you come into a turn you use the transfer of the mass of the car to get the momentum going, but if you then press the brakes a little bit they will help you set up the car. It would be almost the same as using the handbrake to lock the back wheels, but I'm not keen on using a handbrake, so putting the brake bias to the rear helps put the car into the slide.' 'And why not the handbrake?' I blurt breathlessly. 'Because when you do drifting you should make it happen with the transfer of the mass of the car and not with the handbrake. I know there are different theories; for example in their drift challenge the Japanese always use the handbrake to set the car up, and it's much easier setting up the car with the handbrake, that's for sure, but I don't like it.'

The prominent easy-access handbrake is also a safety feature so that the instructor can retard a wayward pupil or client if things get out of hand. The instructor – Quinten in this case – also has the kill switch on his side, too. Johan believes this is a neater solution than the more extravagant expedient of a second set of pedals. 'I think this is a neater way, so when you hand the car to a client, he's driving all by himself, otherwise he'd always have the impression that somebody else is in control; it's all about building confidence, and I want them to feel as if it was their own car and it's their own experience.'

Johan goes into the corner pretty deep with more power on than really necessary, then he's effectively hauling off that power on the steering wheel, all the while modulating it on the throttle pedal. 'You use the transfer of the mass,' he explains, 'so you come into a corner and you're turning in, and the weight

should be on the front axle, so basically your rear axle is lifting, so the car will then go into a slide. Depending on the configuration of your car, you need to counter-steer, and, for example, with a 911 you have to counter-steer before the car starts sliding so you have to anticipate that, but with a 944 you have more time to play with. So unless you go to the extreme with your slide, your steering input is very limited, because once the car is sliding you take over with the accelerator. So you get the car into the corner, start counter-steering with opposite lock, and then with the accelerator you create the angle of your slide. Those are the two factors that govern your slide, the steering wheel and the accelerator, and they should play together. The more you counter-steer the faster your slide will be over, the more you accelerate the longer it will go on for, but at a certain moment you will be going so fast, you'll be going so wide in the corner



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To aid the drift process, the 944s run skinny front wheels all round, as opposed to the 944's standard set-up of wider rear wheels and tyres. Braking is biased to the rear to assist with weight transfer on turn-in

Far right: Note vertical hydraulic handbrake sprouting from passenger side, with brake bias. This is purely a safety feature for the instructor to retard an over-enthusiastic driver if need be

that you won't have the possibility of getting it back, so it's always having a nice balance between steering and acceleration.'

That's all very well, getting the car set up and sliding, but what happens once the end of the corner comes up? 'The thing that people forget is that at the end of the slide you're still counter-steering, your car is still going sideways, and most people are doing that right, but then they are not fast enough taking off the lock with the steering wheel. In which case they could be in the barriers maybe 200 metres further down the track. So basically, the most difficult thing is not setting up the car, it's not the power-slide as such, but it is getting the power-slide back into a straight line, and that is what most people tend to get completely wrong. You want to set it up, slide, power-slide, then get it back in line, and then once you can do that you have to go a little bit further and try to slide on the ideal line, trying to get the nose of the car onto the apex when you're in your slide with complete opposite lock, and that is

the nicest thing you can do. Your aim in a right-hand corner would be to have your left-hand rear wheel on the kerbs when you leave the corner, but it's very hard to do.'

That's the theory! But minor factors are always changing, ranging from tyre wear – Quinten's car threw a hunk of tread one time and he pulled up so as not to get a blow-out – and tyre pressures fluctuate, the track

of rubber granules was bouncing off my face and helmet. 'You have to adapt,' counsels Johan, 'no two slides are the same; you do one fabulously well, you do the second one a little better or a little worse, and there is always something different about it, and that's what makes it so interesting. You can try different lines, you can go to the outside or the inside, you can go to the apex and

“ You want to set it up, slide, power-slide, then get it back in line ”

surface is changing as it rubbers up or rain falls, or there's midday heat warming it through. The amount of 'ball bearings' on track is incredible: when Johan and Quinten were pirouetting in unison and my passenger side window was open, in lefthanders a hail

you can start playing.'

A lifelong love affair with Porsches blossomed after Johan graduated from university in 1989. 'My father didn't want me to go racing, and he always said if you want to race you're going to pay for it yourself and



Smokin! No doubt about it, drifting is huge fun, but would you want to abuse your own car in such a way, or indeed build a specific drift machine? Hiring one could well be the answer

he regarded sliding and track-driving as racing, and he didn't want to spend any money on that. So the first thing I did when I was working was to book a course in France with the École Winfield Peugeot drifting school at Magny-Cours. It was a three-day course, and the first day the only thing you were doing was just sitting in the car, hands on the steering wheel, being shown the correct manipulation of steering wheel, gearbox and pedals, including heel-and-toe stuff, and for a whole day we didn't even drive one metre. The second day we started putting the cars into a slide, and

then only the third day we could take them out of the slide. It was actually very sensible, because it taught the essence of good driving, from the seating position, hands on the steering wheel, how fast you can pick up your steering wheel when you're working it, and you must always know where your wheels are pointing – if they are right or if they are left, or straight ahead. After that I started doing ice driving, and I've been doing that for 25 years now, going up to Finland for anything up to a month, and just doing nothing else but sliding.' Aha, so now we know where the

Sideways Sorcerer acquired the black arts!

I sense that he now regards the ice driving sessions run by the manufacturers as a soft option. 'I first went with Audi and then with Porsche, using winter tyres, not studded or spiked tyres. In a Porsche on ice with winter tyres you're going all over the place, but on the ordinary roads they're all right. And then they decided to go onto studded tyres, which means you do have some grip. Whether that's a good thing or not depends on how much you like to be on the limit of sliding. The last time I went on the ice was with the Turbo S, which is such





Be a 'slideways' hero! Despite what some may say it is 'big' and it is 'clever!' And it's also an essential car control skill, because if you can get into a slide, then you can get out of one, too

a fantastic car that you don't even have to know how to slide because the car will get everything back, and that's very comforting for all the people who are on a one day course because they come away satisfied.' So, if you fancy learning to drift authentically hook up with Johan's 944 Sideways Challenge. Next session is likely to be at Abbeville in April, but watch this space.

There's always a musical analogy to be

it's my turn to free my soul and drift away, and I've got my Peltor helmet on, and super-comfy Piloti driving shoes and Sparco racing gloves for good measure. I've moved the seat quite close to the dished steering wheel, and it's easy enough to buckle myself into the four-point harness. I note the red ignition turn-key, push-button starter, normal 5-speed shift – plus the apparatus for the erect handbrake lever and smaller

could be more simple than to aim the car at the cone, turn in, aim at the next cone, but the reality is that the faster you go the more difficult it is to hit the cone to get the line absolutely right. Even on the first lap I'm going quickly enough for the car to be working its tyres overtime, and it is significantly different to normal track driving where deliberate drifting is not of the essence. I've got Quinten in with me calmly issuing instructions, saying, 'yeah, turn in here, turn in there, accelerate here, 3rd gear there,' and whilst we are indeed drifting, I can see only too clearly where I'm making mistakes by turning in too early or going too wide, and I concentrate on refining and honing my lines and fine-tune where I change gear, figuring out what gear works best in which corner – mostly 2nd and 3rd, though I hit 5th momentarily on the main straight as the turbo bites. It's satisfying when I get it right, though quite exhausting by the end of it. I've done 10 laps, and I'm quite hot, not to say a little sweaty as I cruise back into the paddock and switch off. And now, as the adrenaline rush subsides, I'll slide off to the bar for a stiffener. **PW**

“ From the outset it invites sideways action, quite uncannily ”

drawn, and you don't have to look hard for this one: The Drifters' Tamla Motown harmonies are an aural delight, and our drifting pair here aboard the 944s at Abbeville – Johan and Quinten – are a visual as well as a physical delight – provided the aroma of burned rubber doesn't repel you. And now, like Dobie Gray,

brake bias lever mounted adjacent on the passenger side of the transmission tunnel. I ease out onto the circuit, and as I turn into the first abrupt right-left I know it's a very forgiving car. From the outset it invites sideways action, quite uncannily. There are marker cones strategically placed to aim at for optimum turn-in, so you'd think what

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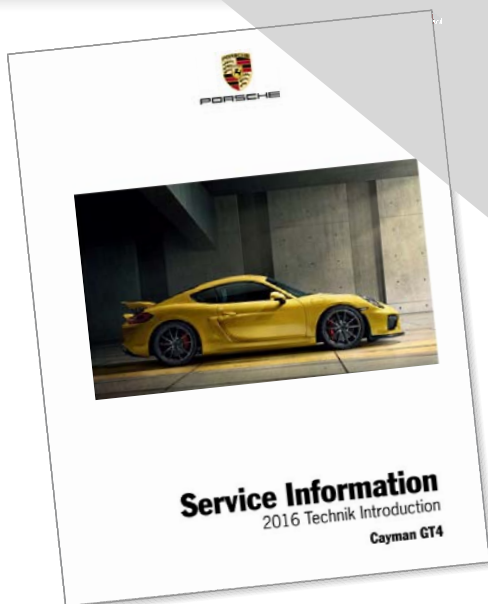
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TWIN TEST

Two identical 996 GT3s? But why? Well, take another look. One is the real thing, the other is a boggo 996 C2, but with a lot more than just a body kit. Just how close can you get dynamically to the real deal with a bit of budget and imagination?

Words: Adam Towler

Photography: Antony Fraser

For an odd minute I wonder if I'm seeing double. The midweek indulgence of a glass of red wine (singular, honest!) last night cannot surely have had so great an affect as to make silver gen 1 GT3s multiply right before my very eyes. But sure enough, there before me are two seemingly identical 996s. They arrived a moment ago, just a couple of minutes apart, bobbing their bulbous noses over the lumpen gravel car park in an identical manner, both dangling their plastic front splitters perilously close to the stones. If it weren't for the difference in badging on the 996's short engine cover, there aren't many who'd be able to tell them apart.

Therein lies the point. A visual compliment, if you like, to the theme of this particular story: with the prices of GT3s as they are, just how close can you get on just a fraction of the budget? With the 996 era of 911s continuing to find their feet in both

the used market and the hearts and minds of Porsche enthusiasts, now seems like as good a time as any to find out.

Actually, given that you're doubtlessly a Porsche expert reading these words, I reckon you probably could tell these two apart. For starters, the Carrera wears a 265/35 ZR18 tyre on the rear axle, as opposed to the GT3's OE fitment of 285/30 ZR18 (Pirelli P Zeros in the GT3's case, compared to the Michelin Pilot Sport 4s of our Carrera). For the GT3 die-hard, there's something ever-so-slightly not right about the additional sidewall on the Carrera. The bigger front discs on the GT3 (actually from a gen 2 996 GT3) and its beefy calipers are another tell tale, and then there's the real nerdy stuff – the set up. The fully adjustable GT3, this one recently raised to make it a bit more tolerant of speed humps and other obstacles on French roads (so I'm told), has that subtle camber that hints at the aggression found elsewhere in the car, something this Carrera just can't

capture. Still, we are talking very, very minor points, and, in fact, a little more tweaking/expenditure on the Carrera could neutralise every point of differentiation I've just mentioned.

An Aero Kitted 996 3.4 Carrera? I reckon there would once have been a few sniggers going around about that one. When used GT3s were 'reasonably' priced and the 996 Carrera just another used 911, the act of putting a body kit on to make it look like a GT3 when it wasn't amounted to near sacrilege. It reminds me of that place that currently 'makes' 991 GT3 RSs out of 996 Carrera Cabriolet Tiptronic donor cars. No, really, they actually do that; it's a thing.

However, I firmly believe something has changed. When I see this car now I don't think 'Carrera masquerading as something it's not', I think 'That's a tough looking little 996, I bet it's fun to drive.' As the appeal of the 996 grows relative to the direction the 991 has taken the 911 in, the idea of making it look and go harder seems like a





The 996 GT3 is a tough looking machine and easy to emulate and, with 996 prices still very reasonable, then why not? It's all about the stance, and while this is the real thing, Stan's C2 is near identical in this respect

It's the rev-counter that gives it away. The 996 C2 revs out at 7000rpm, while the GT3 keeps going to 8000rpm. White faced dials standard on GT3 but an often found option on C2

very good one indeed, and if that should extend to some factory-tested body addenda, then why not? If it works for a GT3, it should certainly work for a Carrera.

This particular Carrera is ideal for this story. Bought when the cars weren't worth very much at all, and already with some modifications fitted including the Aero Kit, its relatively mild specification need not dent the bank account too severely, but I'm fascinated to see if it can get anywhere near the GT3 today. And that's the point: I'm not expecting it to match the appeal of the rumbling old monster parked alongside – that would just be plain silly – but I am interested in just how close, or otherwise, it can get for an awful lot less money.

Stan Leask bought this Carrera back in the Spring of last year. It's an early car, a '98, with the cable-operated throttle – a

feature that suddenly seems to be gaining traction on forums as 'the one for the purist, and the potential investment'. Stan paid a reasonable sum for the car, certainly less than what similar cars are going for today, and set about creating the car you see here today.

As the long-term owner of an increasingly track-focused 964 Carrera 2, he wanted to retain some of the civility and practicality of the 996, while sharpening the drive up to his taste: a sort of 'fast road' spec. That also meant keeping the rear seats for the kids, something that has been removed from the 964 in the name of weight saving. "I wanted a Porsche that I could go to car events in with the kids", says Stan. "I also felt it was a good time to buy one, with prices possibly rising in the future. I looked at two or three before buying this one – it was advertised

on eBay – but there wasn't that much choice because I ideally wanted one with the Aero Kit on it. This one was just what I was looking for, as it had the MO30 suspension on it from the factory, including the thicker anti-roll bars, and the limited slip differential. The modifications I've carried out recently are to evolve it into what I really want the car to be."

Those mods consist of some careful TLC and good old fashioned tuning. Stan has known Steve Winter at Jaz Porsche for years, so it was natural that the 996 should go there for attention. Jaz rebuilt the car's suspension – and as Editor Bennett knows only too well, there're a lot of elements and bushes to a 996's suspension – around a Bilstein PSS10 coilover kit, and it's this that forms the most obvious point of difference between this Carrera and the average 996



“ The mods I’ve carried out
are to evolve it into what I
really want it to be ”





As on the previous page it's all about the 'stance' except now we're looking at a 996 C2 rather than a GT3, but one with GT3 wheels and fully adjustable Bilstein PSS 10 coilover dampers, with MO30 roll bars

Interior a bit of a giveaway, but only in terms of the rear seats, otherwise it could be a Comfort spec GT3, with the sports seats

out there. However, there are also plenty of smaller changes that make a big difference to the way the car drives. For starters there's the 200 cell cats and a sports silencer from Top Gear, plus a 997 GT3 short shift kit for the gear linkage, and Stan hasn't been shy in making a few changes himself, including a mod that reduces the strain the ancillaries put on the crankshaft pulley, and a bypass of the Helmholtz resonator in the induction system. All done, as he says, to give the car a bit more of a mechanical, alive feel. The original factory Aero Kit front section differed from the GT3-spec item by having the central space for the third radiator blanked off, so Stan replaced it with a proper GT3 part and then fitted a third rad and low level thermostat. What's harder to see is his work in the cabin, because although this Carrera has now travelled some 104,000 miles, by removing sections of the interior and reassembling carefully with the inclusion of strategically placed felt tape, this is a 996 cabin devoid of the usual rattles, fizzes and creaks that can blight these cars. As a 996

owner myself I immediately noticed the difference in the first 100 yards of driving the car, the lack of background chatter greatly contributing to the overall feeling of quality and solidity that the brain subconsciously detects and forms an opinion on.

While the Bilsteins are set on the soft side, with 18in rims, coilovers and those MO30 spec ARBs, don't go thinking that the ride isn't firm. It's not crashy, nor for me uncomfortable, but it does unerringly relay every small change in the road surface back to the driver. It's the sort of ride quality that gets better as the speeds rise, so that's exactly what I decide to do.

These 3.4-litre motors like to rev, and this one is no exception. The mid-range is far from barren, but the car really gets a move on from 4500rpm, whereas a gen 2 can pull usefully from 3000rpm. First impressions are really good: the exhaust is quiet – you'd be hard-pressed from within the car to even know it has a sports exhaust fitted – and the other engine mods only make a subtle difference. There's a little more chatter and

thrash from the 'six', a bit more whine and commotion that lets you know it's alive and kicking back there, and when I lift off the accelerator it seems to growl and snort a kind of 'ga ga ga' noise that isn't present in the standard car. Nevertheless, these are gentle differences in the noise, and nothing that wouldn't be liveable with day-to-day.

What I'd hoped to discover with this car was an alert, engaging driving experience that combined modern-era pace with real involvement, and that's exactly what this Carrera provides. It pulls hard and keenly on the straights, encouraging use of the revs and singing along, but it's the corners where it really shines, turning in sharply, changing direction with just a flick on the wheel and feeling really adjustable. It's the sort of car that you'd drive just for the hell of it, and yet, cleverly, one that could easily be also used for more mundane journeys. Stan intends to develop it a bit further, fitting a lightweight flywheel when he replaces the clutch and getting the factory LSD rebuilt for good measure. He's also going down the route of





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As ever, there's not a lot to see in the rear. Keen spotters will immediately recognise the 295bhp, 3.4-litre in the foreground and 3.6-litre, 360bhp Mezger behind. There's no visual frippery with either, but the rattly old Mezger lump has the C2 unit well and truly licked, although Stan has a few mods planned to even things up

fitting the 82mm throttle body from a GT3, plus an IPD plenum, and then getting the car remapped. I wouldn't say it actually needs more power than it currently has, but we're all the same – if it's there, we can't resist trying to find it. The flywheel should certainly make the car more aggressive: I think it could work out very well indeed.

So, a cut price GT3? Definitely. Does the GT3 need to be nervous? Ummm...no. The GT3 doesn't need to be nervous precisely because of the reason I'm experiencing now, having turned the simple-looking Porsche key in the ignition of this old friend. We've featured this particular 996 GT3 Comfort in this magazine before (no, it's not Antony Fraser's car), some years ago, and since then its mileage has risen from around 120,000 to 126,000. Good. As people who really know what they're talking about will tell you (including the man in charge of developing the car originally), a well-cared for Mezger 'six' only gets better with age and use. Only the collector fears mileage. This car has been owned by friends Peter and John for a while now, and was originally bought as a way of getting a 'cheap' GT3 for use on track day. The duo has owned a long line of Porsches over the years between them, collaborating on various restoration projects and high performance builds. I once drove a 964-engined 3.0-litre RSR replica of theirs that really did blow the cobwebs away. Anyway, they know a good Porsche when

they see one, and they're more than astute enough to know that in this battle hardened old GT3 they have a very good car indeed.

I'm pretty sure the 996 GT3 would comprehensively fail the NVH testing procedures of many a current day global car corporation. When it fires up you could almost be excused for thinking it was about to spit its guts out of those twin rear pipes. There is all manner of clatter and 'zing' from

large, adjustable rear wing, the GT3 had a formidable presence, both visually and courtesy of the spec sheet. Fast forward those 17 years and the 996 GT3 looks small, neat and – especially in silver – very underplayed. If you know what you're looking at you can see the aggression in the stance and the ride height, but there is no fancy lighting, no carbon fibre, nor canards, wing struts, wide wheel arches, hungry air intakes

“ This relative subtlety is in the finest tradition of the original Carrera RS ”

over my shoulder, and already my face is trying not to split in half with a big grin.

There is something so right about this car, although I don't think Porsche actually intended what I'm about to describe back at the time it was built. Back in 1999 this was the return of the 'motorsport' 911, the new 'RS' without actually being called an RS. The fact that it was slightly heavier than a standard Carrera, and had features such as electric windows and carpeting in it, was, I clearly remember, a source of annoyance to the Porsche old guard at the time, so perhaps it was just as well it went by a new name. Even so, with its low front splitter and

or centre exit exhaust pipes; it's not even that loud at idle, despite the sports rear silencers (the only modification on this car).

For me this relative subtlety is in the finest tradition of the original Carrera RS, and the great high-end 911s of the late '60s and early '70s. This isn't a car for those interested in parking outside Harrods: it's a car for those interested in driving. I appreciate that these qualities would make a current Porsche marketing man stare with a glazed expression into the middle distance, but they just connect with me somehow. And that's why I love the 996 GT3.

With 360bhp the original GT3 is fast, but

Two seemingly identical cars separated by about £30,000. What defines the GT3 is its engine, otherwise, dynamically, the C2 'wannabe' makes a good stab at emulating its road-race brother

not overwhelmingly so, or at least so the theory goes. The 3.6-litre motor produces 273lb ft, so this isn't intimidating, force-fed torque from just above idle that unsettles the car; this is a smooth, organic engine, that delivers its performance in stages – stages that the driver can tap into depending on mood and circumstance, and unerringly accurately thanks to scythe-sharp and completely predictable throttle response.

The gnashing from behind soon stops, and then it roars, and roars a bit more, before the noise then opens out like a

Leslie speaker starting to project the tones of a Hammond organ, and soon it's wailing, louder and louder, giving more and more, those titanium conrods allowing it to safely and energetically spin up to nearly 8000rpm. At this point you will be flying up the road, then grabbing another gear from the wonderfully tactile 'box, and landing perfectly back in the meat of the powerband for another red line assault. And you know what? The modified 996 Carrera is just but a distant memory. There's no point trying to fool myself, I can lie for the sake of my own

wallet and everyone else's, but it won't be convincing. Just one drive in the GT3 is enough to make a Porsche nut melt into a rather pathetic pool of unfulfilled car-lust.

Of course, the GT3 is much more than just about the straight line bit, but here the gap between the cars is less noticeable. This particular car has recently had a fair chunk of money spent on refreshing the suspension, and it feels sharp and responsive to drive. The ride is also relatively uncompromising, but it's not unyielding, and you soon get acclimatised





Our man Towler at the wheel of the 996 C2. Owner Stan has spent valuable time stripping out parts of the interior and reassembling with strategically placed felt tape. The result is a much tighter, rattle and buzz free cockpit

to how the GT3 goes down a road. There is a little more positivity to the way it turns in, but some faster roads and/or a circuit would surely show up where the real differences between this and the more conventionally set up Carrera would lie. It may be a car for the Nürburgring Nordschleife or the pan-European jaunt, but that doesn't mean it isn't fun on a badly surfaced Home Counties country lane.

of values they once would have achieved. Nevertheless, that still makes it easily twice the price of our early Carrera. With the latter, find one that's already had some of the work done and you'll save yourself a lot of money, as genuinely good modifications are, as ever, not cheap. However, it's probably fair to say that many of the items you will be replacing on a Carrera are those that are worn and would need changing anyway,

and newer. Remember that many 996s have been neglected or run on a hopelessly small budget in recent years, so it shouldn't come as a surprise that some deep maintenance will now be required on many of the cars.

Stan's car is a great case in point here. Sure, he's spent the big money on the suspension kit, but for me it's just as much the rubber bushes in the suspension, the fastidious work freshening and tightening up the interior and the general attention to detail that make this such an appealing car – one of the best 996s I've ever driven. What is its current value? Hard to say, as with any modified car, but possibly nearer £20,000 than £15,000? Based on that assumption, this car surely has to be the absolute performance bargain of the year, and I don't just mean in Porsche terms, I mean in an overall enthusiast car remit. It is simply great value for money, with an appeal vastly beyond its worth. So while it is no match for the stellar GT3, and specifically the Mezger engine contained within it, I'd say it was a much better car than the numbers suggest. A third of the price it may be, but it's much more than a third of the car. **PW**

“ The C2 surely has to be the performance bargain of the year ”

I don't want to give the GT3 back but, of course, a dash for the port and imagined freedom is not an option. It's a very special car, and a slightly more affordable one than, say, 18 months ago. Today you'd struggle to get £50,000 for a high miler such as this one, with any 996 GT3 that doesn't have 'investment' mileage falling short of the sort

even if just for replacement standard parts. The common sense approach to a Carrera project is not to start looking for more power or expensive chassis parts, but to start off by carefully working through the car, ensuring that it's as fresh as possible and driving in a manner that Porsche originally intended. This alone will make it feel so much faster,

Those 'Big Red' brake calipers are a GT3 giveaway and powerful with it, but there's nothing wrong with standard C2 stoppers in good condition

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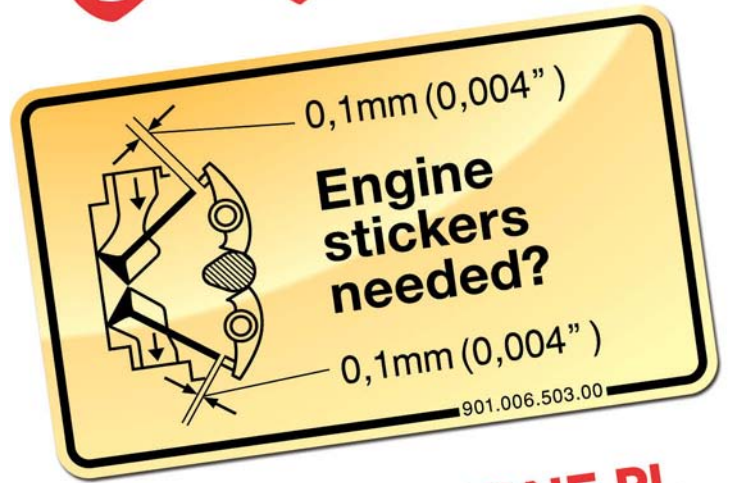
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TIME LOVES A HERO

Swimming against the backdating tide, it's a treat to drive a pristine 37-year-old, low miles 930 and experience the authentic thrust of Porsche's contemporary supercar

Words: Johnny Tipler
Photography: Antony Fraser



Muffled, gruff bark, tiptoe up-on-points posture, a momentary hiatus before the power pushes in: yes, we're on a hark-back hangout with a genuine 7000-mile 930 coupé, a 1979 North American-spec 3.3 model in sumptuous Guards Red. It's a glorious essay in period self-assurance, when Porsche was the master of turbocharging on road and track, and it's not that often we get to drive a car that, three or nearly four decades on, feels pretty much just how it did when it left the factory.

We've come to visit classic Porsche specialist Ande Votteler for this turn-back-time experience at his former furniture factory premises at Balingen in southwest Germany. It's like a vehicular department store with antique lorries in one hall, scooters and motorcycles in another, interspersed with restoration projects, including a healthy dose of Volkswagens

big and small, and some exceedingly rare. His prize possessions are the Porsches – 356s in all forms and classic 911s, which receive due diligence and are lined up in echelon in one of the halls. It's difficult to identify specific models because they are all swathed in dustsheets like dormant chrysalises to protect them from light and dust in this vast 'saw-tooth' glass roofed conservatory. Any of them can be fettled in time for an outing, and we have over a 356 Carrera Speedster that ran in La Carrera Panamericana and has oodles of patina. Or a black 2.7 Carrera versus a black 964 RS that could work as a black-to-black appraisal. We are spoiled for choice. Then he reveals the US 930, and the die is cast.

Before we head out into the neighbouring foothills of the Black Forest, Ande delivers a homily. With a business eye firmly attuned to the historic market, he perceives a shift in purchasing practice in the world of classic Porsches. 'To have a '79 car like this 930, which is like new, is very special,' concedes

Ande, 'and nowadays, all the collectors I know and customers of mine invest only in original cars. They've changed from the normal cars they collected previously to buying very special original cars which are like new. The values of all collector cars went up a lot, as we know, and most of these people don't drive the cars anymore, or they just drive them so the mechanical parts don't seize up. So they have driving cars and they have collector cars, and this 930 is the best example of a collector car you can get, because it's old and new at the same time, and while it is nearly 40-years old you feel it drives like a new car, and there is nothing about it that is not correct. So you have the impression that you're sitting in your new car in 1979, and that's a very good feeling. You cannot compare it with a car that has 200,000km or miles, which has had an engine overhaul or something major because it will drive differently. Here, every gear is located where it should be in the gate, the doors





930 Turbo has it all going on, from the period perfect Guards Red paintwork, wide arches and huge 'tea tray' spoiler to those fat Turbo Fuchs

close accurately, the keys turn smoothly, the seats feel firm and not worn, and it's had no modifications done to it.'

Interestingly, it's not just about how the car itself feels; as Ande points out, it applies to the contemporary social aspect and perception of material wellbeing from all those years ago, too. 'I enjoy the feeling of the age and the special condition of the car, and that applies even more to the cars I have which are 40, 50, 60-years old; if you have a 356 Speedster or a Carrera from the '50s which is in almost new condition, you understand how a guy felt in the '50s who was able to buy a car like that, who had this amount of money and the freedom it gave you.' Some years after WW2 when life returned to some kind of normality, a car like that engendered an optimistic feeling – it symbolised a brighter future. The 930 Turbo was a key car in that it too represented a milestone in Porsche production history, born out of the competition success pioneered by the '72 and '73 Can-Am championship

winning 917/10Ks of George Follmer and Mark Donohue. Championed by CEO Ernst Fuhrmann, the 260bhp 930 was launched in 1975, powered by the 3.0-litre KKK/3/LDZ-turbocharged flat-six, barely a year after the 911 Carrera RSR Turbos debuted at Le Mans – Gijs van Lennep and Herbie Muller placing

marques, a position consolidated in 1978 with the introduction of the 300bhp 3.3 Turbo, with intercooler mounted atop the engine. 'In those days a 930 Turbo was the best you could get,' affirms Ande. 'No other Porsche was more impressive, except a race car, but this is a normal street car and there was

“ In those days a 930 Turbo was the best you could get, affirms Ande ”

Right: Engine looks almost primitive by today's standards, with intercooler sitting astride. Air-con a must for US market. Power at 300bhp seems paltry now, but was mighty in 1979

2nd at La Sarthe in '74. The brakes matched the turbo's shove-in-the-back impetus, with stopping power gleaned from the 917 racing car's cross-drilled discs and four-piston calipers. Porsche fans loved to be associated with that. The immediacy of successes like these elevated Porsche to the supercar status previously reserved for the Italian

nothing else to compare it with. The 3.1 SC we drove a couple of years ago is of the same age, and is also very impressive, but the Turbo was a new step in automotive engineering, and when the turbo cuts in it's impressively strong and you feel it for sure.' It wasn't without minor setbacks, though. 'For normal people the Turbo was fantastic; it was



A fantastic, snaking piece of road and a 911 Turbo to drive. Driving, though, isn't something that this Turbo has seen much of. With little more than 7000-miles on the clock, this Turbo's value is in its low mileage. It's a collector's car and as such will hardly be driven. Good job we dropped in then!

a very intense experience and, yeah, it was even difficult to drive. American buyers had to train on the car before they could own it because some bad accidents happened through turbo lag and drivers getting caught out. So Porsche had to educate their customers on how to drive the car – it's crazy but that's how it was, this was engineering in '79. Even so, US 930s are a little bit down on power because of emission controls; more like 265bhp compared with 300bhp for a rest-of-world car.' Our subject car, one of 1200 US-spec cars built in 1979, just made it across the Atlantic before the exclusion of 1980 came in. The 930 was discontinued from the US market (and Japan) due to emissions controls legislation – though it was still available in Canada – but it was reinstated in 1985 with the catalysed 930/68 engine and its DME (digital motor electronics) that linked exhaust sensors to injection and ignition. So between 1976 and 1989, official imports of 930 coupés into the USA totalled 7287 units, with 109 Targa versions and 600 cabriolets.

Specifically, it was delivered to Porsche

Santa Clara, California, as a 1979 model with limited-slip diff, electric sunroof, electric mirror passenger side, black roof lining and Pirelli tyres. The original owner purchased the car on 30th November '79, and the first service was done by Porsche Santa Clara on 24th January 1980 at 682 miles. There is a document that identifies the owner as Larry Woo from Solon, Ohio, and the Ohio Certificate of Title shows the classic car dealership that Ande bought the car from as the legal owner. 'So we believe that the car had two legal owners, including the dealership mentioned on the Title,' reasons Ande. 'The car was rarely driven and was sitting idle most of its time. A friend of mine found the car at the Ohio dealership in unblemished condition in 2014 with just 7151 original miles, and he bought it and shipped it to Europe where it entered my collection. We looked over it, did a minor service and a repair to the sliding points of the sunroof which were starting to break off because they're made of hard plastics.'

Its scant usage in the States wasn't particularly unusual, according to Ande,

though in Europe it would have been a different matter. 'You would be very hard pressed to find a 930 or any 911 with such a low mileage over here, because if a German buyer could afford a car like that in '79 he simply drove it. Most of the people who bought those cars were keen drivers, maybe industrial or business people who used the cars for the first few years as business overheads, so they soon racked up 50- to 100,000kms, and after that the car was probably sold and used just as much by someone else, so you rarely get a car which is in original paint and has a good body. The quality is very different, and the times have changed: people now want to have the very best in their collection, and more and more it's the American cars that come into German collections because Americans often bought cars like this as a third, fourth or fifth car, just to have a nice hobby car. So, getting something like this Turbo has happened to me maybe three or four times in 25 years.'

Collecting cars as a pastime began in the post-war years. Ande elaborates on the





This US spec 930 Turbo is very much of its time. In America, much like in the UK, Turbos tended to be ordered in red, black or white. In mainland Europe, and Germany in particular, rather more subtle metallic colours were the norm

Not much in the way of patina here, although the leather does show some signs of age. No surprise since in modern mileage terms this Turbo hasn't even reached its first service mileage

pursuit: 'Many collectors started buying cars that were in regular use after the Second World War, because before and during the war only a very few people could afford a really expensive car, and in those days if you had a bicycle you were doing well! After the war, when everything got going again, the car could be bought by many people because they worked hard and could afford it; and from this time onwards people traded in their old car for the newest model, and old cars were often of little value. For example, a 356 Carrera was one of the most expensive cars while it was in production, but at end of the '60s when the 911 was the normal Porsche you could buy 356s for just a few hundred marks because nobody wanted them anymore; the Carrera four-cam engine was complicated and expensive to fix, and many people had even changed them for the normal 356 engine, so you could buy them for "an apple and an egg" (for peanuts). Those cars were bought by collectors, who maybe did a little bit to the body and then they were

parked in their collections, and many collections today are full of bad stuff from the austerity years after the war.' But times change constantly, and Ande is one of the first Porsche collectors to keep cars in original condition. That also allows for original paint that has perhaps become distressed by the Californian sunshine, and he shuns over-

people bought, and I like red ones; I also like black ones but they are very understated, and in '79 nobody wanted a Turbo which didn't look like a Turbo; they enjoyed showing off that they could afford a Turbo.' I seem to recall something of the sort in Britain in the mid-'80s, too... Now, did I remember to pack the red braces?

“ In '79 nobody wanted a Turbo which didn't look like a Turbo ”

restoration done for the sake of it.

Which brings us back to the immaculate 930. Though the Turbo could be specified in any colour on the 911 palette, Ande contends that US owners chose primary colours. 'In those years the Turbo was mostly ordered in red, black or white – those were the colours

The Balingen countryside offers some great driving roads, and with no dramas the 930 heads uphill where we can give it its head on the forested sweeps. My initial impression is that the 930 gives quite a hard ride, and it's not particularly enthralling in terms of the exhaust noise, which is muffled by the turbo.





Yes, those US spec bumper overrides are truly hideous! Hard to believe, also, that we once considered the 930 Turbo's rear tyres to be incredibly wide. Here, under hard cornering, they appear to be lost in the bulging wheel arches

The gear lever moves through the notches of the four-speed gate well enough, the steering is not heavy, and on the road it handles in a mid-period 911 fashion, comparable with a 3.2 Carrera Super Sport while less motivational than, say, a 964. The 930's 16in forged Fuchs alloys are shod with Pirelli Cinturato P7s, 225/50 R16 on the back, and 205/55 R16 on the front. These tall tyres give a great ride as well, and after a few passes prove confidence inspiring, too. I pause in a layby for my colleague to fasten the camera to his car for the tracking shots and contemplate the 930's broad shouldered flanks that still impart a swagger which narrow-bodied 911s – some 5in (12cm) slimmer – can only yearn for, set off imperiously by that tea-tray rear wing and chubby bumper overrides that would serve

very well in a demolition derby. Its upright headlamp lenses and American bezels impart that lugubrious heavy-eyed Dean Martin/Robert Mitchum look, and the second pair of indicators in the wraparound front bumper, plus the red rear indicators, also testify to its US provenance. Suspended driving lamps are party to the unresolved appearance of the impact-bumper look.

Sitting in the cabin, things to remark on are that it's only got four gears, while on the speedometer the allowable US 55mph maximum speed is indicated in bright red digits, and controls like fan, defrost off, defrost max, upper levers left, lower lever right, fog lamp and de-mist button are all spelled out graphically for the American market. There's a sunroof, and all cabin furniture is present and correct and, most

significantly, absolutely pristine.

But as I gather pace, what it seemed to lack in purposefulness on a cluttered A-road changes markedly on a sweeping B-road as I swish along the hillside. Now the suspension really is working well, banishing the indifferent A-road behaviour, and actually turn-in is rather lovely, projecting a character all of its own as it leans through the curves. I'm mostly using 2nd and 3rd gears and relatively low revs, between 2-, 3- and 4000rpm. That's the turbo torque factor playing its hand. On the open road it is certainly a joy to swing around the bends, but on a sharper corner there is quite a noticeable weight transference. Flinging it this way and that through these wonderfully undulating bends between the forest walls – with sheer drop-offs in places and certainly



Poster car. A bit like the Athena prints of the '80s, these 'collector's' cars are to be looked at and not driven. Seems a bit sad to us, but what do we know?

very little in the way of barriers – it's where this car definitely comes into its own. It's demanding because I'm having to constantly monitor what it's doing, so my input into the steering and throttle is intuitive. I don't think about it, it's just what happens. I barely get into 4th gear at all on this section, and I'm reaching quite high revs on the short straight bits. As I thrust it ever more swiftly around the zig-zag twists and turns of these Black Forest lanes it steadfastly retains its dignity, keeping itself just beyond the reach of my wilful overconfidence. And obviously in deference to our host's generosity and the car's untarnished exterior I consciously refrain from incautious excess.

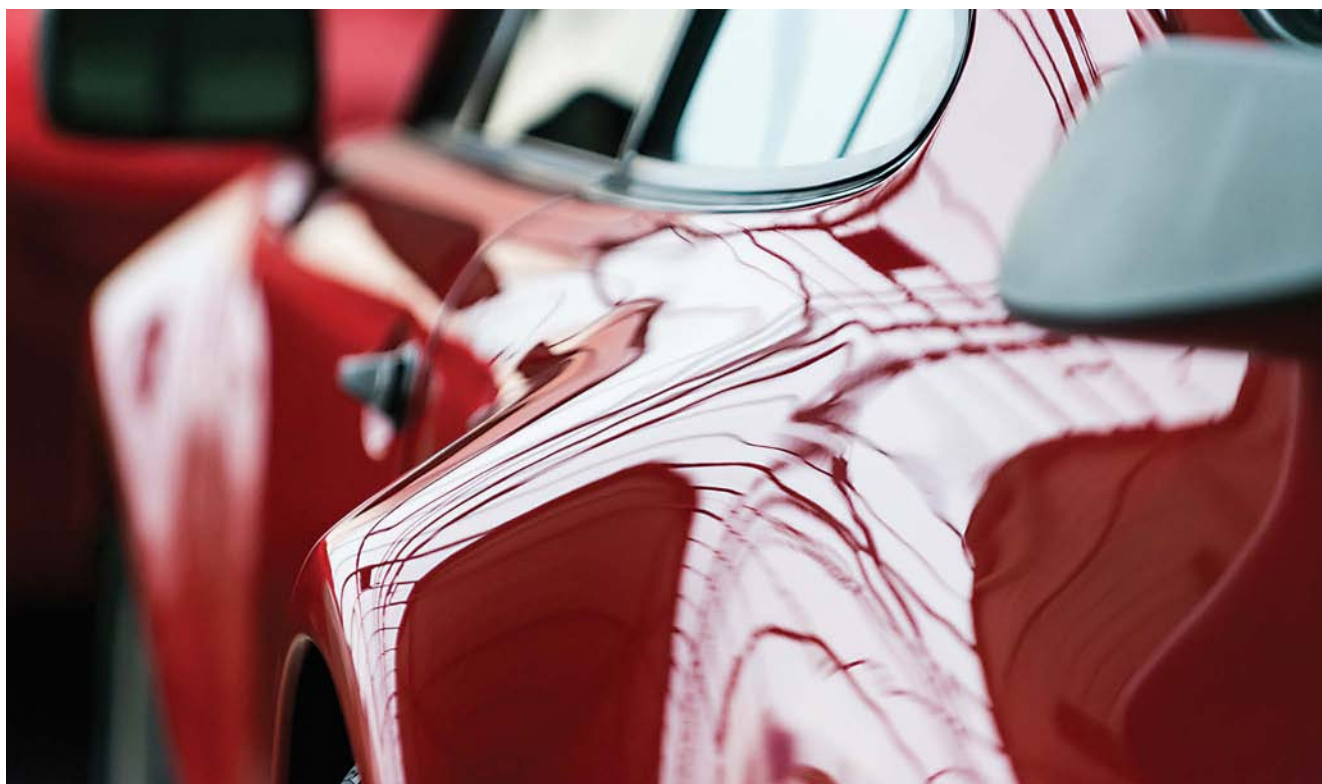
Of course, the 930 predates modern traction aids, including ABS, so braking

requires firm pressure. Shuffling the car around repeatedly for the panning and cornering part of the photoshoot, changing gear is a slow and methodical process, and it's not a car that relishes having to do much of that; it's way happier when bidden to keep going hard in 2nd, 3rd and 4th. The crucial thing here is that I can see through quite a lot of the bends so I'm able to straight-line them as I can tell that there's nothing coming or, if there is, I've got space to duck back in, but traffic is scarce so I'm having a clear run all the way. How it was in '79.

So how relevant is that 40-year-old turbocharged performance today; does it stack up, even compared with bland modern turbodiesel hatchbacks? Like any vintage Porsche it more than holds its own in the

performance stakes; not much can live with a 930 at full chat – though its driver needs to know what he's up to. But it's not the erstwhile supercar performance that lingers on so much as the imagery and character. It's lost none of the essence of the heroic beast that it exemplified three decades ago. The 930 is unfailingly street-smart, crowd-bewitching, decidedly macho in the way it looks and the way it behaves – at least when pushed; in my ideal world it just needs to sound a bit more butch

My snapping colleague is very fond of reciting that '70s Rocky Horror Show paean, Let's do the time warp again, and indeed, I don't mind if we do. All together now: "it's the pelvic thrust that really drives you insane..." That'll be the 930's Turbo thrust. **PW**



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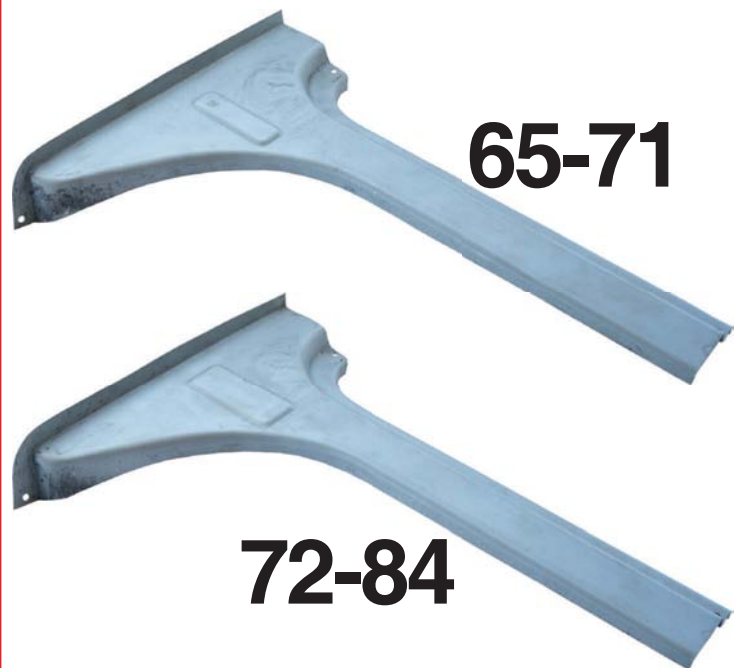
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PORSCHE, BEFORE PORSCHE

In Part Three of our return visit to the early days of Porsche, we trace the development of what became the VW Beetle, and watch how that same basic design was developed into a military vehicle which served as the mainstay of the German army in World War II

Words: Keith Seume **Photos:** Volkswagen Archive

Although, as we saw in last month's instalment, the V-series cars and the W30 had proved to be successful in most if not all – respects, they were never viewed as anything more than stepping stones on the way to creating the perfect People's Car.

The W30 in particular proved to be a sound design, with its steel chassis and generally reliable running gear. But as a practical, everyday mode of transport, it had several shortcomings. Principle among these was the design of the rear bodywork – in particular the lack of rear window.

In common with the earlier V-series cars, the W30 featured a row of louvres stamped into the sloping tail, through which the driver had only a very restricted view of the road behind. The louvres also acted as cooling vents for the rear-mounted air-cooled engine. Inside the car, the engine was sealed off from the passenger compartment by a glazed bulkhead, making the W30 very noisy, especially as far as the rear seat passengers were concerned. This was noted in a

government report in January 1937.

The solution was to use a steel bulkhead and then redesign the bodywork to incorporate a glass rear window. This sounds simple but, in reality, it created a new problem. The bodywork of the W30 and its predecessors was heavily curved partly to improve the aerodynamics and partly because Ferdinand Porsche quite rightly believed that curved body pressings would be substantially more rigid than flat panels. To incorporate a curved rear windscreen would have been an obvious solution but one has to remember that in the 1930s curved glass was an expensive option.

The answer was simple. Erwin Komenda, the man responsible for the styling of the W30 prototypes, suggested using two small D-shaped panes of glass at a slight angle to one another. That solved one problem but immediately created others.

To increase the torsional rigidity of the W30's bodyshell, Komenda's original design had included a stamped-in rib along the centre of the roof panel. This fell directly in line with the proposed new rear window.

Komenda overcame this problem by incorporating swage lines along the sides of the roof, a design feature which will be familiar to any modern-day Beetle owner.

The other problem was that the original louvres not only acted as a rear 'window', they also provided the cooling air for the engine. Komenda's solution was to incorporate a row of smaller louvres across the back of the car, following the contours of the new two-piece window. However, as these louvres were not as large as the previous design, the engine's cooling fan had to be increased in size to prevent the air-cooled engine overheating.

Elsewhere on the body, the front luggage compartment and its lid were both considerably enlarged. This is one area where the prototypes had, until now, proved deficient – test drivers regularly complained that they skinned their knuckles when trying to remove the spare wheel and tyre from the W30 (the spare was slotted vertically into the luggage bay, in front of the fuel tank).

Also, much to Erwin Komenda's delight, the doors of the latest design were hinged at

Above: How we'd love to know what words passed between them at this moment. Ferry (left) and Ferdinand Porsche discuss the new VW38 prototype in 1938



the front – all previous prototypes had rear-hinged ‘suicide’ doors – making them far less prone to bursting open in the event of an accident. In his book *We at Porsche*, Ferry Porsche adds ‘We also discovered women disliked getting into a car with their knees and skirts exposed to the wind! So the hinges were reversed to enable the doors to open forwards instead of backwards.

‘A fringe benefit of this change,’ he continued, ‘was to make the car more attractive for export, since most foreign cars had doors opening the other way.’

Although the all-steel chassis of the W30 had been a vast improvement over that of the V-series cars, with their wooden floorboards, it was still not as rigid as had been hoped. This problem was now compounded by the fact that the ‘new’ prototype was gaining weight with every design change. Glass rear windows were heavier than louvres, the enlarged engine cooling system added 3kg... The increases seem small but the changes to the body alone increased the weight by some 45kg – an increase of something in the order of 20 per cent.

The original plan had been to build a series of 30 third-generation prototypes, which would be ready for public display in February 1938. This proved impossible, so the date of the first public showing was put back until 1st May that year. Even then, it was out of the question that the full number of cars would be ready in time. The decision was made to build three cars specifically for use as working display vehicles.

Why the urgency? Well, the project had been dragging on for so long now that there were a few murmurings that the People’s Car project seemed to be falling far behind schedule. There had already been fanciful talk of building as many as 100,000 cars in 1940, a scant two years hence, even though the basic design of the car had not even been finalised.

A full-size wooden mock-up was built by Reutter – the karosserie responsible for producing the bodies of the prototypes, using panels supplied by Ambi-Budd in Berlin – and made available for view in January 1938. There were some detail changes made to the design at Ferdinand Porsche’s request.

These included changing the design of the headlights and the taillights. The headlights were, initially, similar to those of the old W30 cars, being vertical and mounted in raised pressings which protruded from the wings.

The new design saw the headlamps laid back to follow the contours of the wings themselves. At the rear, the lights were relocated and changed in shape, as was the rear valance. But that was all. The Beetle, as we have grown to know and love it (although it was never known by that name at the time), had finally arrived.

Ferdinand Porsche knew that these next prototypes had to be the final series before production began, so made the decision to build three cars – called the VW303 series – which, to save time, were based on the chassis of the ‘old’ VW30. The bodyshell, which was now virtually identical to that of the post-war production models, needed some modification to fit the earlier chassis.

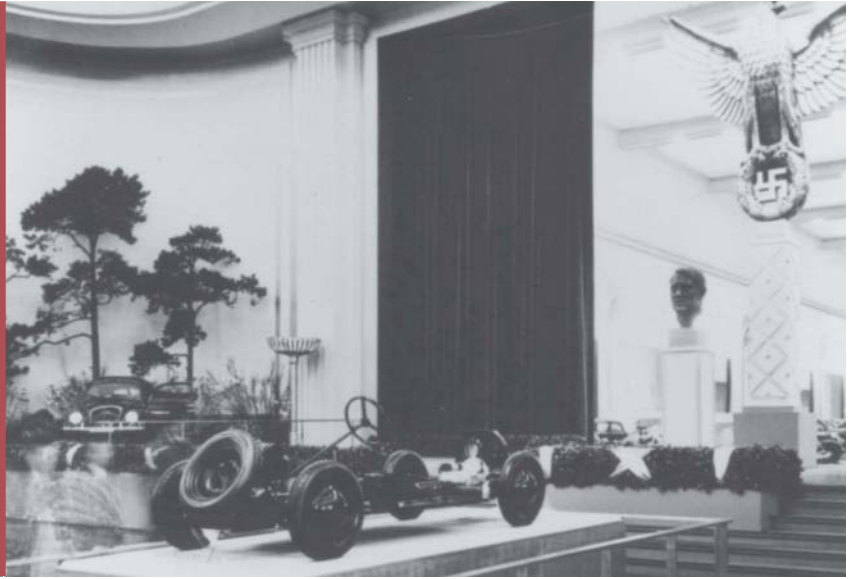
Work began in earnest to build the cars in time for the May deadline, with mechanics at the Porsche workshops and the Reutter karosserie, which was conveniently located

Above left: One of the VW303 prototypes is seen here at the Porsche works in 1939. The new car certainly generated considerable interest

Above: A clear indication of the strength of the platform chassis – and a hint at its future basis for an off-road vehicle...



Left: Lone VW38 sits outside the Stuttgart workshops prior to Porsche’s move to Gmünd. This series of prototypes was assembled by the neighbouring Reutter karosserie



across the street from Porsche in Stuttgart, working all hours to complete the three vehicles. The first to be rolled out into daylight was a regular saloon model, this being joined a few days later by a sun-roof saloon. Then, after a wait of another few days, the two saloons were joined by a convertible. Resplendent in gloss black, the three VW303 prototypes attracted a great deal of attention.

The main reason there was such an air of urgency was that the corner-stone laying ceremony at the new factory, which was to be built exclusively for the assembly of the People's Car, was due to take place towards the end of May. It was vital that the three cars should be present as the ceremony was to be performed by the Fuhrer himself, Adolf Hitler. Heads would surely have rolled had the cars not been ready in time.

The factory itself was loosely based on the Ford factory in Detroit which Porsche, father and son, had visited a year earlier. The possible location of the factory caused a great deal of debate, the task of finding the ideal spot being the responsibility of Dr Bodo Lafferentz, a senior member of the RDA

(*Reichsverband der Automobilindustrie*). Lafferentz had been told that the site should be as central as possible, and close to a canal, the Autobahn and a rail network. Lafferentz flew over much of Germany searching for potential sites and, after confirming his thoughts by studying maps in detail, proclaimed that Fallersleben (between Hannover and Berlin) was perfect.

Apart from the fact that the proposed site was alongside the Mittelland Canal, close to a railway and within a few minutes drive of the new Autobahn system, what really appealed to Lafferentz about the area was that all the land belonged to just one person: Count von der Schulenburg, making negotiations far simpler. Needless to say, the Count was not happy about having to sell his land to make way for a car factory, but his protestations fell on deaf ears. Few could argue against the will of Adolf Hitler and win.

The corner-stone-laying ceremony was a masterpiece of Nazi razzmatazz, with much flag waving, music making and endless speeches. It was a memorable occasion by any account – but it was Hitler's rousing

speech which left the biggest impression for in it he referred to the new car as the *Kraft durch Freude-Wagen* (Strength Through Joy car), a reference to the KdF movement which looked after the well-being of the German worker.

Ferdinand Porsche was not very impressed with this sudden, unannounced, change of name but could do nothing to change the Fuhrer's mind. So KdF-Wagen it was, despite how absurd such a name might sound to potential customers in a future export market.

Following the ceremony, the three VW303s were returned to Stuttgart and the two saloons readied for some serious comparative testing against three of the most popular cars of the day: an Adler junior, a DKW Meisterklasse and an Opel Kadett. The cars were fitted with extensive test equipment which measured, among other things, engine temperature.

The first test routes took in all kinds of terrain, from fast Autobahns to steep mountain passes. It was here that the other cars, each being water-cooled, met their match. As their engines boiled over, the KdF-wagens sailed on unabashed. A check of the oil temperature of each vehicle told its own story: the KdF-wagen engines reached 85 degrees Centigrade, while those of the rival cars were some 10 degrees hotter.

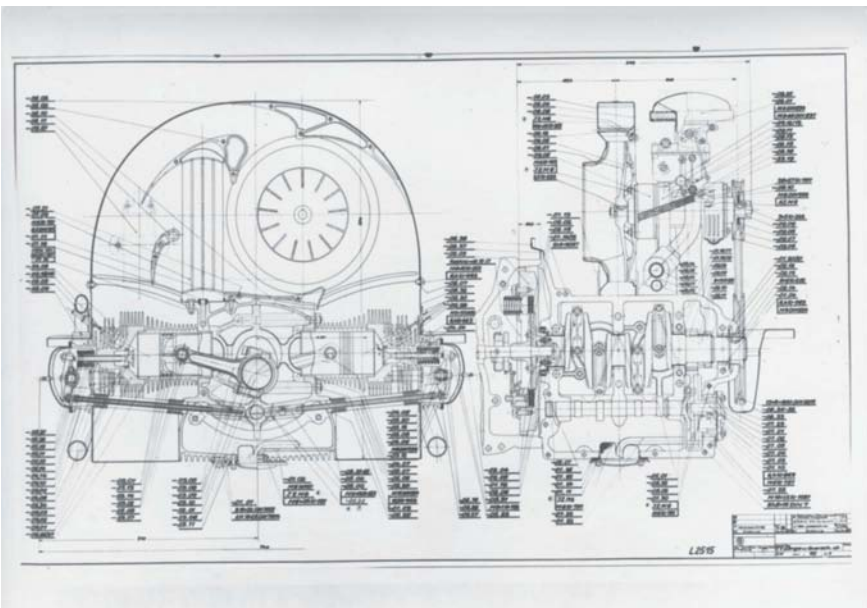
From late spring in 1938, another series of cars was built. These new cars were referred to as the VW38s and were what we know today as pre-production models – final prototypes intended to iron out the last few (hopefully minor) problems before full-scale production could commence.

Examples of these cars were tested in company with the earlier VW303 and even an old W30, the road-tests confirming what most people involved with the project already believed: the KdF-wagen was (or *Volkswagen* as Porsche preferred to call it) was almost ready for production.

The initial works order had called for 30 VW38s to be built – this is where the previous VW303 got its name for there were three examples in addition to the planned 30 VW38s, hence VW30+3, or VW303.

Above left: Very first VW303 prototype is rolled out into daylight for the first time, alongside two older VW30s, now destined for scrap

Above: At the 1939 Berlin motor show, the KdF-Wagen took pride of place, a bare chassis being displayed alongside completed vehicles



Left: Almost there – 1937 engine design was very close to the final configuration. The angle of the valves was changed but in most other respects it is very much like the early production engines



However, the order was soon upped to 44, followed by another order for a further 50 cars to be built under the working title of VW39 – the designations VW38 and VW39 being a reflection of the construction date.

All of these final prototypes had a new chassis which was far more rigid than that of

over-riders. Perhaps a little more significantly, as far as passenger comfort was concerned, the VW39 was the first KdF-wagen to have warm air ducted up to the windscreen.

In February 1939, the final version of the KdF-Wagen was put on display and, to help

Porsche's wishes, the *Volkswagen* – was at last ready for production. All looked rosy until Adolf Hitler decided Germany should annex Poland. Another door in the history of Porsche was about to open...

But let's turn the clock back a few years. On 11 April 1934, at the offices of the German Transport Ministry in Berlin, a meeting was called to discuss the suitability of Ferdinand Porsche's *Volksauto* as the basis for a lightweight, inexpensive military vehicle – a German 'Jeep'.

Members of the Reichs Chancellory, the department ultimately responsible for all military matters, demanded that such a vehicle should be able to carry three soldiers, each equipped with a machine gun and ammunition, across all kinds of terrain. While these talks appeared promising, it would be almost a year before further progress was made as Karl Rabe, Porsche's chief engineer, had more pressing matters to contend with.

A second meeting then took place between Porsche, the RDA (Reichsverband der Automobilindustrie) and representatives of the RWM (*Reichswehrministerium* – Ministry of Defence) in March 1935 at which the specification was discussed in far greater detail. Of particular importance were the minimum engine output, ground clearance, drive layout (two- or four-wheel-drive), gearing and the type of wheels and tyres to be used.

In the early part of 1937, the civilian W30 prototypes were ready to commence their extensive test programme, but one car (carrying the licence plate IIIA-37013) was relieved of its test duties and its body removed. The bare chassis was then fitted with off-road tyres and taken to Berlin where it was inspected by several high-ranking military officials to assess its suitability for use as a base for a military vehicle.

The same chassis was then equipped with very rudimentary bodywork, consisting of little more than four wings and an engine cover, two crude bucket-like seats and a light machine gun. To improve its cross-country potential, a third pair of wheels was attached, one each side of the chassis, mid-way

Above left: It is well documented that Wagner was Hitler's favourite composer, so among the first to be shown the new People's Car was his wife, Winifred Wagner (centre)

Above: In 1939, a number of journalists were invited to drive the new car, among them two British writers, a young Gordon Wilkins (left) and monocled Laurence Pomeroy

“ It had been a long and winding road, but the KdF-Wagen was at last ready for production... ”

the older VW30. Faithful to Ferdinand Porsche's original concept of a flat floorpan with torsion-bar suspension, its basic design would change little over the next 65 years...

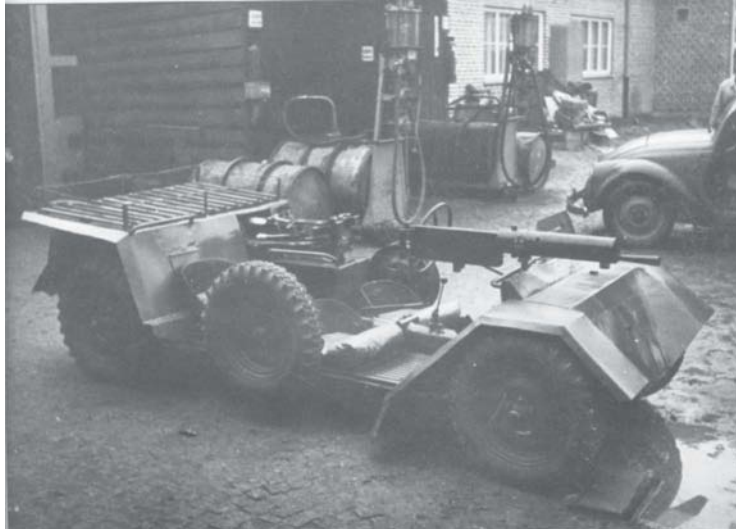
There were few differences between the cars built in 1938 and 1939, principal among them being a recontoured front luggage compartment lid and redesigned bumper

spread the gospel according to Dr Porsche and Herr Hitler, representatives of the German and foreign press were invited to drive the new car along a carefully chosen test route which just happened to take in a view of the new factory at Fallersleben.

It had been a long, winding road, but the KdF-wagen – or, out of respect for Ferdinand



Left: The KdF-Wagen and its rivals were put through an extensive test programme, including a drive up the famous Grossglockner pass. The Porsche design passed with flying colours while others overheated and fell by the wayside...



between the front and rear axles.

Unfortunately, Porsche only had five off-road tyres of the correct size, so one of these wheels remained bare... The idea behind these two 'spare' wheels was to lift the middle of the chassis clear of any obstacle that might otherwise have caused it to bottom out.

In December 1937, this vehicle was then shown to military officers, including a

of three soldiers and their equipment, taken to be 400Kg. That only left 550Kg for the vehicle and, as the bare VW30 chassis weighed close to 400Kg anyway, clearly the body had to be basic at best.

Early in 1938, a second prototype was built, this being a considerable improvement over the first, although it was almost certainly constructed on the same chassis. This new

which offered better protection from the elements for its occupants, but it was still fitted with the third pair of 'helper' wheels. Known as the 'Stuka' (so-called after the infamous Junkers Ju-87 *Sturzkampfbomber*, or *Stuka*, dive-bomber), this proved to be more agile over rough ground.

Yet another prototype was then constructed, this being based on the chassis of the VW38 sedan, rather than that of the older W30, and featured rounded bodywork with an integral windscreen. The man responsible for its design, Franz Xavier Reimspiess, completed the project (Type 62) in record time.

The new vehicle was significantly different to its predecessors in a number of respects. Gone were the third pair of wheels, although there was now a bonnet-mounted spare wheel. There were still no doors, only crude canvas roll-up side covers and a rudimentary folding roof offering protection from the elements. The new body was fitted to the chassis number 14 of the new VW38 series and powered by engine number 14, too – a basic civilian-specification 985cc unit producing just 23.5bhp.

Above left: Using the bare chassis of a VW30 prototype, Porsche examined the possibility of using his design as the basis for a lightweight military gun platform

Above: Porsche (with trilby) explains to Hitler the nuances of this, the third design for an off-road vehicle, known as the Type 62

“ Unfortunately, Porsche only had five off-road tyres of the correct size, so one wheel remained bare... ”

representative of the HWA (*Heereswaffenamt* – the German Army supply office), shortly after which another meeting was held to present Porsche with a revised Wehrmacht (military) specification.

The overall weight was not to exceed 950Kg, which included the combined weight

prototype had more substantial, rounded bodywork, but basic canvas 'doors'. The chassis was strengthened by the addition of steel members inside the car and heavy sills along each side, onto which were mounted the two 'helper' wheels.

A third prototype followed shortly after,



Left: Ferdinand Porsche looks on. Second generation off-road prototype out on the road with one of the first Type 82 Kübelwagens. These early designs used a pair of 'helper' wheels to aid off-road manoeuvrability



The new vehicle was first shown to the military in November 1938 and then underwent extensive testing against more sophisticated military machinery. The Type 62 proved more than a match, even if, according to Chris Barber in his book *Birth of the Beetle*, some military experts felt it looked too pretty! It was then put on display at the Vienna motor show early the following year.

Despite the positive response from most quarters, the HWA (*Heereswaffenamt*) remained concerned about the vehicle's limited ground clearance and its lack of four-wheel-drive. However, Porsche's own Herbert Kaes, very much the driving force behind this military project, was soon able to demonstrate the merits of the Type 62.

But Porsche's design team was determined to further improve matters and even before the mud had dried on the tyres of the Type 62, yet another design was penned. This carried more angular bodywork, but it still lacked doors and was fitted only with a simple folding roof. The matter of ground clearance was addressed by fitting larger 18-inch-diameter wheels, with taller 5.00x18 tyres, which gave the new vehicle up

to 40mm more ground clearance compared to the VW38's 16-inch wheels and 4.50x16 tyres fitted to the type 62.

Mechanically, this new prototype – referred to as Wagen 62 – was virtually identical to the VW38, with the same 23.5bhp 985cc engine. However, the exhaust system was all new – previous prototypes had been criticised for their lack of ground clearance at the rear due to the low-slung silencer which was similar to that used on the sedan. The new system consisted of two separate silencers mounted alongside the clutch bell-housing, with two separate tailpipes.

By the time a further revised prototype appeared, war had been declared against Poland, and so the pressure was on for Porsche to finalise his design. Late in 1939, the 'new' model was ready. This time it featured four steel doors and better protection for the occupants, thanks to a more sophisticated roof design. But would the *Wehrmacht* be completely happy? Sadly, no.

Ground clearance remained a problem, despite the the larger-diameter wheels and redesigned exhaust system. Porsche eventually addressed this by incorporating

reduction gearboxes on the ends of each axle. When used with modified front stub-axle assemblies, they not only increased the ground clearance by 30mm but also reduced the overall gear ratio.

This helped the off-road capabilities and, at the same time, allowing the vehicle to trickle along at a modest three miles per hour in low gear, thus enabling the vehicle to be driven alongside a column of troops on foot – another of the army's many requirements.

The new improved design was referred to as the Type 82 and would become the mainstay of the *Wehrmacht* throughout World War II. It rapidly became known, both officially and unofficially, as the *Kübelstzswagen* – literally 'bucket seat car', a reference to the design of the seats used in the off-road prototypes – but the name soon became shortened to simply *Kübelwagen*.

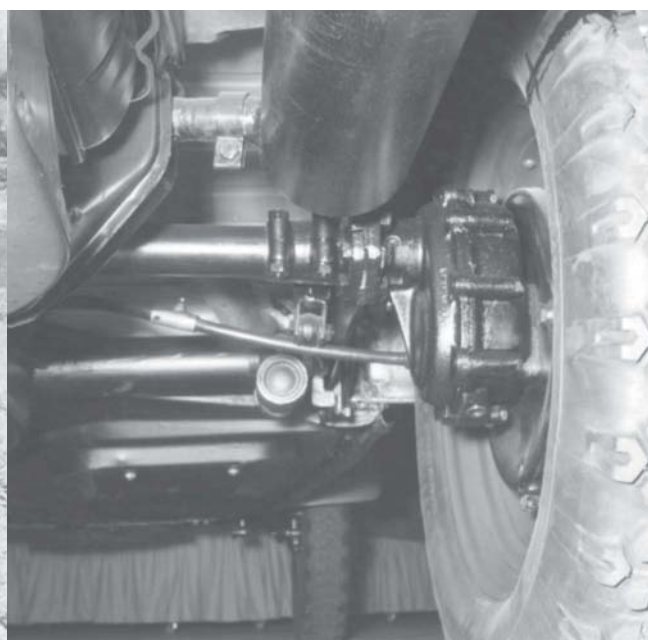
Series production began in 1940 and the very first entry in the hand-written production record in the factory archives in Wolfsburg reads: Type 82 *Kübelwagen*. It was, to all intents and purposes, the very first mass-produced VW – and arguably, therefore, the very first production Porsche... **PW**


Above left: Original Type 62 was deemed by some in the military to be 'too pretty'! Second incarnation was more functional in design

Above: Excellent ground clearance and light weight of the Type 82 won it many admirers among the *Wehrmacht* soldiers

Below left: Who needs four-wheel-drive when you have a *Kübelwagen*?

Below: Reduction gears on the end of each rear axle increased the ride height by 30mm and reduced the final-drive gearing



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TECH: HOW TO

THE VITAL SPARK

Many classic air-cooled 911s have capacitive-discharge ignition systems. Thanks to ageing electronics significant numbers are now beginning to fail, but one UK-based specialist – the owner of the beautiful SC shown below – has come up with a genuine plug-and-play replacement that is not only future-proof, but also allows for an element of advance-curve mapping. Story by Chris Horton; photographs by Antony Fraser



Not so much a how-to this month – although there is a practical element to what follows – but more a why-to.

Or, given both the manifold benefits of the device in question, and the historical, aesthetic and not least financial value of the broad spectrum of Porsche models for which it is intended, perhaps that should be a why-on-earth-NOT-to?

We are talking, as you might have guessed, about the distinctive so-called 'spark boxes' fitted to air-cooled 911s, up to and including the RS and RSR, from 1969 to the end of 911SC production in 1983 – and to the 930 Turbo through to its own demise in 1989. There was even a similar set-up in the 906, 908 and 917 race cars. Today there is a tendency to think of these now familiar aluminium canisters as primitive engine management systems, possibly because in the relevant Porsches they are often associated with fuel-injection systems, albeit primarily of the entirely mechanical type (or later the electro-mechanical type), but in reality they are nothing more than capacitive-

discharge ignition modules.

In previous inductive-discharge ignition systems the high-voltage spark at the plugs is generated by applying a voltage (usually 12, but in some cars just six) to a primary wire coil wound around a ferrite core. This creates a magnetic field in the core, and that, in turn, induces a voltage in an adjacent and crucially longer secondary coil of wire. When the circuit in that primary loop is opened (via a rotating cam inside the distributor, and the associated contact-breaker points), the resulting collapsing magnetic field causes a much higher voltage (typically 25,000) to be induced in the secondary loop. This is then 'distributed' to each of the spark plugs in turn. There is a little more to it than that, of course, and a fuller understanding of how it all works is going to require a basic grasp of physics (or just Google 'Faraday's Law'), but it is cheap and simple and, generally speaking, efficient and pretty reliable.

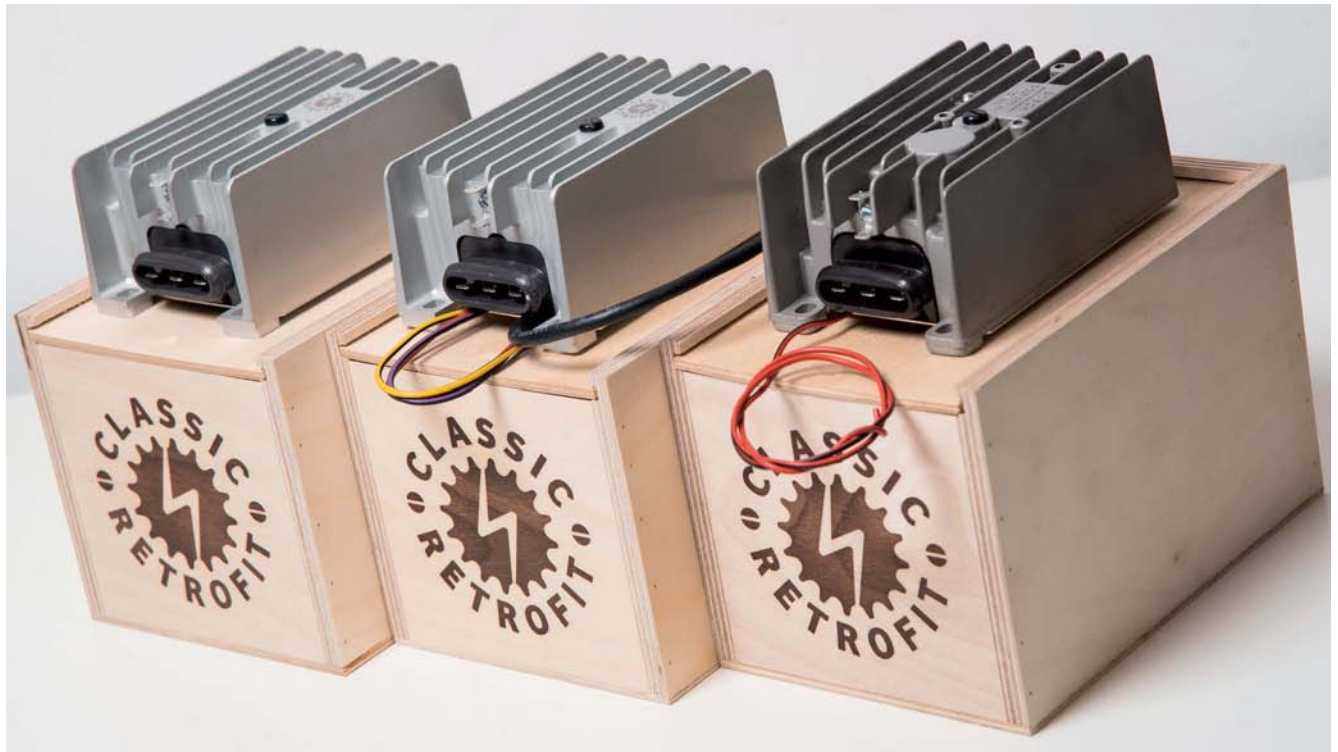
As power units became increasingly sophisticated, however, and their users more demanding, so the inherent shortcomings of inductive-discharge ignition became more

apparent. A four-cylinder engine running at 3000rpm requires just 6000 such 'events' (that is to say sparks) per minute. Add two cylinders and push the engine to, say, 6000rpm, and you need no fewer than 18,000 sparks within the same period. (And that is with just one spark plug per cylinder; famously many classic Porsches have two.) A well-designed and well-maintained inductive-discharge ignition system will generally rise to such a challenge – but often only just. Electrons, being almost unimaginably small, move almost unimaginably quickly, but the coil now has only milliseconds during which to react each and every time the contacts open, and such is the means by which those themselves are actuated that at very high engine speeds they are in danger of not even closing fully (or at all) in the first place.

The answer – eventually – would be the capacitive-discharge ignition system. First proposed in the 1890s by the brilliant Hungarian electrical engineer Nikola Tesla, essentially this consisted of a condenser (also known as a capacitor) that could be

It was the purchase and subsequent restoration of this exquisite 911SC that set Classic Retrofit proprietor Jonny Hart on the path to re-engineer the Bosch-made 'spark boxes' that lie at the heart of its ignition system – and of so many other 911s from 1969 all the way through to 1989. Car is now far from standard – watch out for the full story in a future issue of the magazine – but all modifications have been carried out sympathetically and subtly, to create the kind of machine that Porsche itself might have built; a sort of 911SC GT3. Naturally it also has one of CR's updated fuse/relay boards

CDI+ comes in essentially two configurations: with a three-pin connector (all units in this photo) for cars from 1969 to 1977, and a six-pin connector for 1978 to 1983 (911SC) and to 1989 for the 930-model 911 Turbo. Additional flying leads on two of the boxes are for shift light, tacho drive and external input. The box on the far right is a refurbished Bosch item, fitted with exactly the same modern electronics; perfect for the 'stealth' look. Full details of all options, features and prices – and an on-line shop – at www.classicretrofit.com, or else call 01825 83032



The purpose-made test-rig fits neatly inside a rigid flight case, and often shows up weaknesses in seemingly still sound original Bosch CDI units: just because they whistle reassuringly when the ignition is switched on (see sidebar on next spread), it doesn't mean that they will deliver healthy sparks at high engine revs and under heavy load. Triggering device is a Hall-effect magnetic system (on far right of case), but many of the cars covered by the CR unit have old-fashioned contact-breaker points; best updated if possible. The CDI+ box was precisely designed and made to fit on standard mounts in the engine bay (inset photo, opposite), and to plug in to existing wiring. CR-designed housing looks great, too, but the modern electronics can also be fitted inside an original Bosch box for those who – for whatever reason – demand 100 per cent original appearance. Photo on the far right shows just such an installation; the car's owner wanted the box to remain exactly as it was, corrosion and all. Note the so-called surface-mounted components compared to those in the unit in the test-rig

charged by a DC generator, and then discharged through the coil to generate the required high-tension spark. Its first use in a vehicle was by Ford in around 1906, but the real pioneer was Bosch, and during the Second World War a number of German aircraft engines had effective but ultimately rather delicate CDI systems made by that organisation. Development for automotive applications continued after the war, using a device known as a thyatron to initiate and control the process, but these were similarly fragile, and despite the by then well-known benefits of CD ignition – much higher-energy sparks (typically 35,000 volts) that would more easily fire wet or fouled plugs, improved power and fuel economy, and not least reduced exhaust emissions – they proved to be something of a dead end.

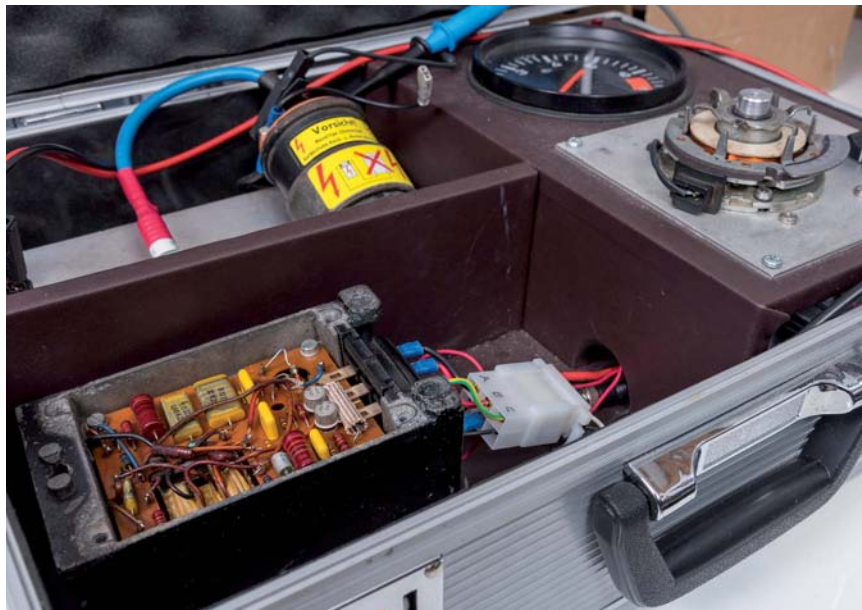
The real breakthrough in solid-state CDI came with the invention in the late 1950s of the thyristor, also known as the silicon-

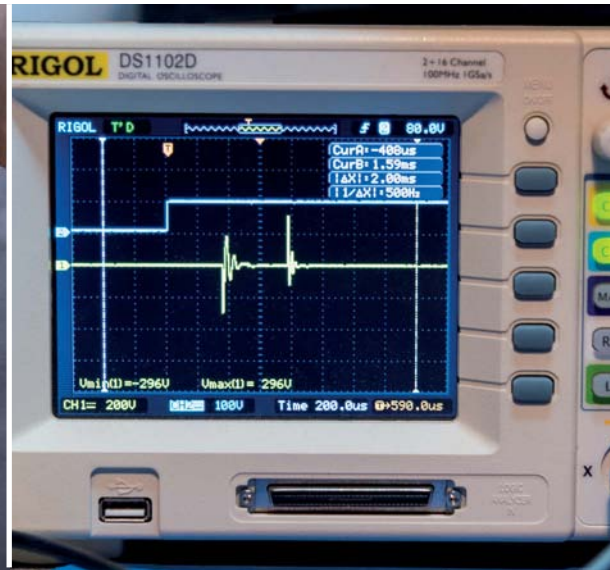
controlled rectifier, or SCR. Unlike the thyatron, this would be more than reliable enough, it seemed, but it was also prone to reacting to spurious trigger impulses, partly from electrical interference, but primarily from the 'points bounce' that had also been (and would remain to the end) one of the Achilles' heels of the basic inductive-discharge ignition system. This resulted in a series of weak and/or mistimed sparks at the plugs that would cause severe misfiring, and possibly even engine damage. The problem could to some extent be avoided by using a Hall-effect trigger, or even an optical device – and in time, of course, that is precisely the route that many manufacturers would follow – but initially these were very expensive.

The solution came in 1962 from a Royal Canadian Air Force officer, one Frank L Winterburn. He retained the contact-breaker points, but crucially his clever internal circuitry allowed the system somehow to

recognise only the first opening of the contacts in each ignition event, and to ignore any subsequent openings as the points 'bounced'. Winterburn's design was marketed in Canada as a bolt-on accessory through a company called Hyland Electronics, with testing showing (or at least claiming) often significant power and/or economy gains, and similar improvements in the lifespan of both the spark plugs and especially the contact-breaker points. Bosch bought the European rights to the design in 1971, but by then the genie was out of the bottle, and throughout both that decade and the 1980s there were many similar aftermarket systems, some licensed and thus 'legit', others probably not. At that time this writer was a journalist working on *Car Mechanics* magazine, and over the years we 'tested' (albeit not very scientifically) probably several dozen such units.

Porsche began using a Bosch CDI system





in its road cars in 1969, first in the higher-performance 2.0-litre 911S, before later rolling it out across the full range, and initially retaining – presumably on cost grounds – old-fashioned contact-breaker points as the trigger mechanism, although this layout would in the later Turbo and the 911SC be replaced with a Hall-effect trigger. The electronics, modest by today's standards, were housed in a cast-aluminium box mounted on the left-hand side of the engine compartment – but where, of course, they would be routinely roasted, before being allowed to cool and then roasted again, many times over. All things considered, however, they were – and often still are – amazingly reliable.

But certainly not entirely so. And, when they do go wrong, not always easy to diagnose, and neither particularly easy nor cheap to have repaired – and with the obvious possibility that the remaining perhaps 40-year-old electronics inside could soon go wrong once again. New spark boxes, needless to say, are no longer available. And, even if they were, would probably cost an arm and a leg – as do,

of course, the seemingly good second-hand units that could themselves soon stop working. It was an issue faced by Porsche enthusiast Jonny Hart from Five Ashes in Sussex, but as a highly qualified electronics engineer and designer, with many years of experience running a company building suitably robust systems of all kinds for the defence and aerospace industries, one that he quickly realised had an obvious and – for him – relatively simple solution.

'I bought and restored a 1982 911SC,' he says. (And we shall be featuring this exquisite machine in a future issue.) 'I soon discovered that the car had a capacitive-discharge ignition system. I joined a few forums, and equally quickly realised that failure of the original CDI boxes is a common problem. There's nothing wrong with the Bosch design, it's just that the components, particularly the film-type capacitors used back then, have a limited lifespan. With new units unavailable, and repairs achieving little but to delay some other failure, I started to have concerns over the likely reliability of my 30-year-old car. There are quite a few after-market options, of course, but I didn't like the

way they look, and I didn't want to modify the original wiring loom. I wanted a plug-and-play replacement. So I decided to task our engineers with designing completely new electronics to replace the CDI box. The brief was simply that the new circuit should fit in an entirely original Bosch casing, or one with the same dimensions and mounting points, but be microprocessor-controlled to allow for mapping the ignition.'

Development of the system, now known as CDI+, began in 2013, and a prototype was running – in Jonny's own SC – by mid-2014. 'The circuit design and layout were done using our in-house CAD system. For the high-voltage supply we used a design often found in military power supplies, because we wanted the robustness that they offer. The unit delivers two 300-volt pulses, one immediately after the other, into a standard coil. This gives effectively two almost instantaneous sparks at each plug, and essentially twice the spark energy of the original box. We have also built in protection against over-voltage, under-voltage, reverse polarity, and against the coil being either open- or short-circuited. The inputs and

Jonny Hart (far left) attempting to explain to author Horton how it all works. The underlying science is way beyond the latter – he says he now wishes he had paid more attention in school physics lessons – but certainly not the logic or benefits of CDI+. One of the effects of the internal circuitry is to produce not only much stronger and more consistent sparks at the plugs but, as the oscilloscope trace above shows, two such sparks almost instantaneously. This – and the fine-tuning of the advance curve that is also possible – allows for much improved combustion efficiency, and that, unsurprisingly, can translate into modest power and torque increases, and perhaps reduced fuel consumption. Engine will almost certainly start more easily, especially from cold, and offer improved driveability

DON'T IGNORE THE WARNING SIGNS

There are many reasons why your classic 911 won't start, or run reliably, but in any such scenario (and having exhausted all of the other obvious possibilities, such as faulty HT leads or contact-breaker points) it's a fair bet that, ultimately, the spark box will be to blame.

One simple diagnostic tool is your own hearing: if the box is powered up (ie ignition but not engine switched on) and working more or less normally, then it should emit a not overly loud but certainly audible high-pitched whistle. It's a bit like tinnitus, for those who know what that's like, but generally discernibly different. Bear in mind, though, that even this is no guarantee that at high or even medium revs the unit will produce all the sparks that its designers intended. And do remember, too, that CDI+ doesn't make any such similar noise – or not one that the human ear can detect.

As a further but slightly less easy check on the original system's viability, carefully remove the box, and equally carefully open up the case by unscrewing the bottom cover plate. The components and wiring inside will almost certainly be looking pretty tired, but often you will see (and smell) evidence of the arcing that becomes an ever-increasing problem as

insulation materials begin to break down.

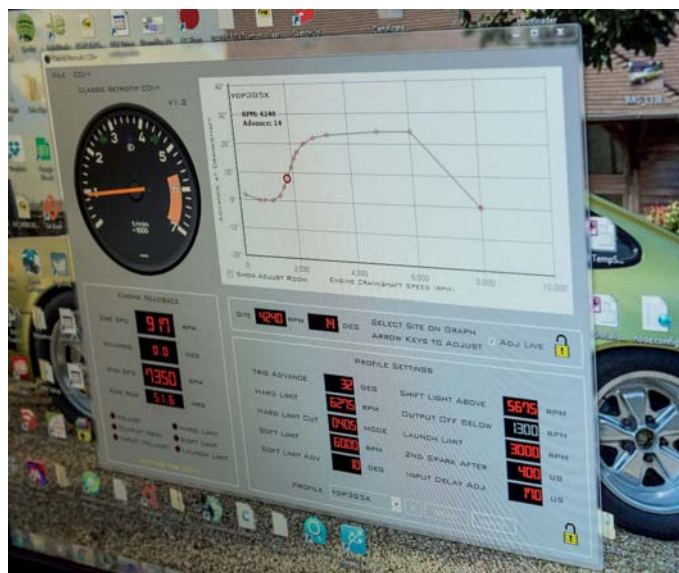
'The Bosch circuitry was pretty much state-of-the-art for its time,' says Jonny Hart, 'but these days no designer would ever run a wire carrying that much current so close to the

casing, or anything else that would encourage tracking to earth. And needless to say our boxes are completely different. They use what are known as surface-mount components, and are designed to meet today's electronic standards.'



Main problem with the original Bosch boxes is their age – at least 27 years, and in some cases heading for 50. Design is basically sound, says Hart, although these days it wouldn't be permissible to run wires carrying heavy current so close to the metal case – the resulting tracking to earth (left) leaves tell-tale spatter marks

Fuelling in an engine equipped with CDI+ is likely to be 'fixed', but downloadable software (and the necessary knowledge and experience on the part of the operator) allows ignition curve to be mapped almost as precisely as in any subsequent fully electronic engine management system (right). Additional features include a tachometer feed, an adjustable rev-limiter (either 'soft' or 'hard'), shift light (as shown far right), and even a preset rev-limiter that by holding the engine speed below a certain point whenever the clutch pedal is depressed can function as a kind of very basic launch control. And all for the price of a second-hand Bosch box from the likes of eBay, which by definition could very soon go the way of the one in your car to start with. The phrase 'no-brainer' springs to mind...



outputs are isolated and filtered. For the even more technically minded, the 48MHz microcontroller is a 32-bit STM32 ARM Cortex. Despite measuring only five millimetres square and one millimetre thick it's around ten times more powerful than a 1980s' home computer!

'We use automotive-grade 125-degree components throughout the design. Most parts are over-specified, so our main capacitors, for instance, are rated at 600 volts, yet run at only 300. We use local companies for the supply of parts and sub-assemblies. We are proud to say that our circuit boards are manufactured here in the UK, and supplied to us inspected and tested. All assembly work is done here, too. The machined cases are made from solid billet aluminium – although we can use an original Bosch item where the customer demands 100 per cent original looks. The units are then built to order with either three- or six-pin sockets to plug straight into the standard Porsche wiring, as determined by the car model. Every single unit is soaked-tested at 7000rpm before shipping.

'Our engineers' background in mission-critical electronics means that we fully understand the importance of rigorous testing. All of our products are extensively bench- and road-tested before launch. We overheat and destruction-test all our designs. That first CDI+ prototype was bench-tested

at 7000rpm for four weeks, literally non-stop. If it were possible to hold that engine speed in fifth gear in a 911 for that long, that would equate to well over 100,000 miles. We have had access to an engine test cell, and the use of both a race car and a rolling-road for performance testing. Unit 001, as we have named it, is still running in a 911 to this day. It has been back to base for a checkup and given a clean bill of health.'

Wisely – and unlike the makers of some of those after-market systems from the 1980s – Jonny Hart is wary of making claims about power and performance gains. 'The two most important benefits of our system have to be its reliability and its ready availability,' he says, 'as well as its simplicity. It really is plug and play – assuming there is no other reason why the engine won't start, of course, or run properly.' But you will most likely notice an improvement in starting, idle quality and on-the-road driveability, he suggests, and quite possibly fuel economy, as well. 'It's the early cars that usually show the most gains,' he adds. 'The air/fuel mixture in their combustion chambers tends to be quite turbulent, so the fact that you have two sparks rather than just one helps it burn more efficiently. If the first spark doesn't get it, basically, then the second one certainly will!' But the system also has a 'mappable' ignition curve (more on this fascinating aspect in a future edition), and in the right hands that can deliver small

but obviously valuable improvements in power and/or torque. Every little helps.

Neil Bainbridge at BS Motorsport, for instance, has carried out a number of dyno runs on a 2.4-litre 911T engine running on PMO carburettors (indeed, this writer was present for one of them), and after installing and carefully setting up the CDI+ system recorded a 10lb ft (13Nm) rise in torque at certain parts of the rev range. (The full test results are downloadable from the Classic Retrofit website.) 'The CDI+ box showed a noticeable increase in power, even when using the timing offered by the standard distributor,' said Neil, 'and torque gains of up to 10lb ft. That would certainly be noticeable on either the road or the racetrack, and subjectively I think the engine ran more smoothly, too. It's a really clever little system, and I can see no reason not to use it if you have the opportunity – or one of the many cars for which it is so suitable.'

Personally, I couldn't agree more. It's almost enough to make me want to go out and buy a sound but poorly running classic 911 – of which, let's face it, there are still many – and then, for little or no more than you are likely to pay for a second-hand Porsche/Bosch box of unknown provenance (and future reliability) on eBay, give it a whole new lease of life. As we suggested at the beginning, how could you possibly *not* want to upgrade your 911 in this way? **PW**

OPTIONS, FEATURES AND PRICES – AND SOME FURTHER READING

Classic Retrofit's CDI+ is available for 911s with either three-pin connections (1969 to 1977; actuation via contact-breaker points) or six-pin sockets (911SC from 1978 to 1983, and 930 Turbo to 1989; actuation by Hall-effect trigger). Both variants come in a brand-new casing beautifully machined from billet aluminium, and designed to fit straight on the standard mounts in the engine compartment. Cost for either unit in 'road' trim is £795 plus VAT, or £995 plus VAT for a race-specification unit. Both systems have essentially the same features, but the latter adds a waterproof 'pigtail' connector, and more easily allows fine-tuning with the engine in the car.

For those seeking a 'stealth' upgrade you can have the Classic Retrofit electronics installed in your own standard Bosch box, and if you don't have a suitable donor case the company has limited stocks of lightly

refurbished original items, ready for installation of the CDI+ internals, for £195 plus VAT. (Interestingly, says Jonny Hart, at least half of the failing or completely dead original units that Classic Retrofit sees have already been rebuilt at least once before.) Comprehensive but refreshingly clear and concise fitting and set-up instructions are included, and also downloadable in advance from the Classic Retrofit website (go to www.classicretrofit.com, or alternatively call Jonny Hart on 01825 830525). That website also has a secure on-line shop area.

Both road and race units incorporate a number of other valuable features, in addition to the improved timing accuracy and dual spark to 10,000rpm that come as standard. These include both 'soft' and 'hard' rev-limiters (as well as an input for a preset limit for a sort of simple launch control), and an

output for a dashboard-mounted shift light. Sadly, we don't have the space to go into those in detail here, but we hope to follow up this story with another in the near future, showing not only how to install the system in a typical car (quite possibly Antony Fraser's 911SC; see below) but also how to take full advantage of them during the set-up procedure.

Classic Retrofit manufactures several other ingenious and top-quality electrical upgrades for classic 911s, notably the front and rear fuse panels which these days are similarly prone to all manner of reliability problems. They cost £245 and £45 plus VAT, respectively. We covered the installation of one of the former as a how-to story in the August 2015 issue, and more recently this writer helped the aforementioned Antony Fraser fit one to his 911SC. See the resulting *Our cars* reports in the July and August 2016 editions.

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THE OCTANE COLLECTION

The Surrey based supercar emporium deals in all types of sports and super car, but by far its biggest sales indulgence is top-end Porsches. We drop in for a look around

Words and photography: Brett Fraser



Viewing at Surrey-based sports car sales emporium The Octane Collection, 'is by appointment only'. Which makes a lot of

sense. If the huge barn that serves as the company's showroom were freely accessible to all, then director Lucas Hutchings and his small team of salesmen would never get any work done. Because once you've entered that showroom, you'll never want to leave...

We've all played fantasy garage: well, The Octane Collection is fantasy made real. It's like the ultimate car enthusiast's museum but with an ever-changing line-up of exhibits as cars are sold and bought. Admittedly, pre-1980s machinery doesn't

make up much of the mix – although there was a gorgeous 356C in the showroom on the day of our visit – but chances are that you'll see plenty of cars that at some stage in your life you've said, 'I'd really love to have one of those.' Sure, we're a Porsche magazine, and yes, you're all Porsche enthusiasts, but it's hard not to be distracted by gems such as a BMW M3 (E30), Lancia Beta Monte Carlo, Mercedes-Benz 190E 2.5-16 Evo II, Lamborghini Countach 5000 QV, and Ferrari 599 GTO.

And, of course, there are Porsches. Lots and lots of top quality Porsches. In fact, Porsche is comfortably the best represented marque within The Octane Collection, with models that span all the eras from the aforementioned 356C,

through to the highly sought-after (991) 911 R, an example of which had been sitting in reception the day before we arrived but had gone before we got there.

To keep things simple, throughout this article we're going to refer to everything that we saw on a smart, secure farmyard complex located down a narrow Surrey lane as belonging to The Octane Collection. But that's not quite accurate. Lucas Hutchings is director of a holding company called Image Automotive: The Octane Collection is one of the brands which operate under that umbrella. The others are Millennium Heroes, Fast Classics and Great British Classics, but all four brands rub shoulders in that same temptation-filled showroom.

Hutchings understands the importance of

The Octane Collection's Porsche stock is eclectic but very much high-end. This S/T replica was built by Maxted-Page & Prill. Next to it is the only right-hand drive Maritime Blue 964 RS built



Main man, Lucas Hutchings, learnt his trade with 4-Star Classics, the company that really started to push the boundaries with presentation and pricing

having a powerful brand, knowledge that he accrued in his previous automotive venture, 4 Star Classics, which he ran with another business partner. Established at the end of 2009, 4 Star Classics quickly made an impact with its professionally designed logo and high quality photography in its advertisements – the cars were well lit on a crisp, white background, giving them a premium feel to go with the premium prices that 4 Star was asking.

Two years ago Hutchings elected to set up on his own under the Image Automotive banner, and continued to exploit some of those marketing lessons he learnt whilst running 4 Star. 'We certainly weren't the first to photograph our stock against clean, white backgrounds' he concedes modestly, 'I think that honour belongs to a company called Eclectic Cars. But we have moved the game on.

'You might say that we got a bit carried away – we built a proper full studio including an infinity cove, and we have photographic studio lighting. And we also realised that while it's lovely to have all the gear, you also need to have a professional

car photographer to take the shots: they understand the best angles and how you can get the light to fall most seductively along the lines of the car. We were very lucky from the outset to have a great photographer.'

The photographic studio is based a few miles down the road from the showroom and is incorporated within The Octane Collection's preparation unit. 'We sell

use for a basic check-over, so that we can check that engines haven't been over-revved or swapped because of engine failure or accident damage. And we'll check that engine and chassis numbers match the paperwork. Our aim is that when our customers take delivery of a car from us, it shouldn't need anything more doing to it. Of course cars are cars and very occasionally a post-sale issue will occur, but we try our

“ We sell special cars. We like them to be at their absolute best ”

special cars and we like them to be at their absolute best when they go off to their new owner, so we take great care with their preparation,' explains Hutchings. 'Detailing the cars is obviously very important, and we also have a resident technician to take care of mechanical glitches on the odd occasions when there are any.

'We have diagnostic equipment that we

very hardest to minimise that possibility: we've got a good reputation and work diligently to maintain it.

'From our perspective we want to believe in the cars that we're selling, and once a car has gone through our preparation centre we're able to have that belief. It makes life easier for us and means that because our customers go away satisfied,



Image and presentation extends to smart reception area, complete with a well-stocked fridge!



The Octane Collection and associated brands, has pushed the boundaries for the quality of its advertising, with studio photography at the heart of its website and print adverts

we tend to enjoy a lot of repeat business.' In spite of his very clear focus on getting the customer experience just-so at The Octane Collection, Hutchings insists that at heart he's not really a salesman, simply a

and supercars, and we specialise in rarities and limited editions.

'We're only interested in very high quality stock, and despite the fact that we've been around for a comparatively short time, our

Hutchings' love of cars stretches back to childhood. 'My parents tell me that I seemed happiest in my pushchair when they were pushing it fast,' he laughs. 'My obsession with speed grew from there, firstly through bicycles and then later anything with an engine. My first car was a Peugeot 106 XS after which I graduated to a Renault 5 GT Turbo and then a Clio Williams; I did a few trackdays in the Clio and learnt a lot about car control.'

Car fan he may have been, but Hutchings was a late convert to Porsche. 'Of course I was aware that many Porsche owners were obsessive about the marque, but because I'd never driven one I simply didn't understand what they were about. As far as I was concerned the engine was in the wrong place – in a 911 at least – end of story.'

“ Hutchings insists at heart he's not a salesman, simply a car enthusiast ”

car enthusiast. 'Everyone who works here is just the same,' he asserts, 'passionate about cars and driving. It's how we select our stock – we think about what cars we'd love to own ourselves. As you can see, there's an emphasis on high performance

client base understands this – both those buying from us, and those hoping to sell us their cars. We now have such excellent contacts with the latter group that we seldom have to go out looking for stock, it comes to us.'



Left: Image Automotive is made up of four different companies all sharing the same space, with The Octane Collection dealing with the real high-end stuff. Studio is the real deal, with an infinity cove and studio lighting, presenting stock in absolute perfect light

Despite all the high-end exotica, our modest imaginary budget was drawn to rather lovely 911SC at a shade under £50,000. Still too much, but never mind, it's a stunner...



'But then I actually got to drive one and it all started to make more sense, especially on a track. The harder you work a 911 the more rewarding it becomes. And those rewards are marvellous. The turn-in is fantastic because there's no engine over the front wheels to create inertia, and then when you put down the power as you thunder away from the apex, there's superb traction. I can see why people can become obsessed with their Porsches.'

Hutchings' growing appreciation of the brand didn't translate into a direct policy decision for The Octane Collection to stock more Porsches: it just sort of happened. 'The funny thing is,' he muses, 'that once you've got a couple of Porsches in the showroom then they start to snowball.' Look around the showroom today and that snowball has become a Stuttgart-sourced avalanche, with 911s from every era, that 356C and a Boxster Spyder overwhelming all other brands numerically.

Most of the iconic 911 badges are

represented – RS, GT2, GT3, GT3 RS, Turbo, Turbo S – and often across several different generations. And The Octane Collection isn't shy of taking on unusual cars: on the day of our visit there was a 911 2.4 S prepared to S/T specification by Maxted-Page & Prill, complete with an MSA Historic Technical Passport, and a

while back. And it's such a shame that you missed out on seeing the 911 R; it really does seem to be the car of the moment and is exceptionally hard to get hold of.'

Frankly, any of the Porsches that are currently on The Octane Collection's stock list would suit us just fine. But in amongst all the fire-breathers and track monsters is

“ Once you've got a couple of Porsches in stock, then they start to snowball ”

supremely well executed tribute to the 3.0-litre RSR IROC. Plus there was the only right-hand drive example of the 964 3.6-litre Turbo to be produced in Maritime Blue.

'I'm a bit of a fan of the 964 and 993 Turbos,' confesses Hutchings, 'but I was also pretty excited when we had a couple of Carrera GTs pass through the showroom a

a more genteel machine that nevertheless exemplifies the spirit of Porsche – a 1982 911 3.0 SC, Guards Red, Pasha cloth trim, just 69,710 miles. It's a beaut, inside and out. And all that separates us from ownership of this dream machine is the small matter of £49,995: if only journalists were paid more... **PW**

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It's not all about Porsches. We were particularly taken with this BMW 3.0 CSL duo being prepped for sale





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STEVE BENNETT

996 C2/944 LUX



Move along now, nothing to see/read here. No, really, I might as well fill this box up with question marks. I am guilty of neglect. The 996 has no MOT and is still broken. What can I say? Guilty as charged.



KEITH SEUME

912/6 'EL CHUCHO'



After the recent engine debacle – now sorted, thank goodness – an MOT seemed like the least of my worries. And it was, with just a few niggles to sort before a pass was issued. See p118 for the full story.



CHRIS HORTON

924S, 944



No news on the 924S, parked up again at Auto Umbau, but I have spent some time 'snagging' the 944 and, once it was back down on its wheels again, even managed a brief drive around the cul-de-sac. Ready to go!



PETER SIMPSON

911 2.7 TARGA



Still rolling along hoping to get the engine started soon, so at least something is finished! I'll also be changing the 3.2 back to torsion bars as I just can't get on with the coilover set up fitted.



BRETT FRASER

BOXSTER 3.2S



Ah, the life and times of a Boxster. There's always something to worry about – like 'why am I losing coolant?' There's no visible signs of loss and then the editor suggested a head gasket. Thanks!



JOHNNY TIPLER

BOXSTER 986/996 C2



On a recent excursion to Pfaffenhausen I acquired a Ruf ducktail spoiler, which STR Norwich will soon fit. Oh, and finally Mrs T's Boxster 986 S Anniversary model has sold via Paul Stephens.



ANTONY FRASER

996 GT3, SC, TRACTOR



Colleague Tipler may have managed to sell his and Mrs T's Boxster (above), but my 996 GT3 is still stubbornly refusing to shift. It's back home now keeping the 911SC company. Frankly I'm too busy to worry!



HEALTH ASSURANCE

Worried about a slight increase in oil consumption, Jeremy Laird took his Cayman to Hartech for a checkover. The news was good...



It always looks darkest just before it gets totally black. Call me a glass-half-empty kind of guy, but as I stepped aboard the Croc a few weeks ago and headed north to none other than Porsche engine specialists Hartech, my disposition wasn't exactly that of sunny optimism.

The reason I was heading to Hartech was that my Cayman's oil consumption had crept up ever so slightly. If we were talking here about a 'normal' engine, whatever that means, it wouldn't have been of particular concern. But the M97 3.4-litre lump has a hard earned reputation for lurching on its own bores and the first sign of an impending failure is increased oil consumption. I know this with some

confidence because the engine in my car was replaced at just over 40,000 miles for precisely that reason.

A mere two years later, I've put another 40,000 on the new block and the uptick in oil consumption was perfectly timed to play on my paranoia. Last time around, the car was under Porsche warranty so the main concern was getting Porsche to pay out. This time, any issues would be on my head. Or rather bank balance.

So, as soon as I noticed the small increase in consumption, it made every cold start something to dread. I'd twist the key in grim anticipation, always half expecting the oil level indicator to be doing the same death-blink that presaged engine failure before. This is no way to enjoy your Porsche.

Up on the ramp: The Croc took a trip to Hartech to have its bores sniffed by the best in the business

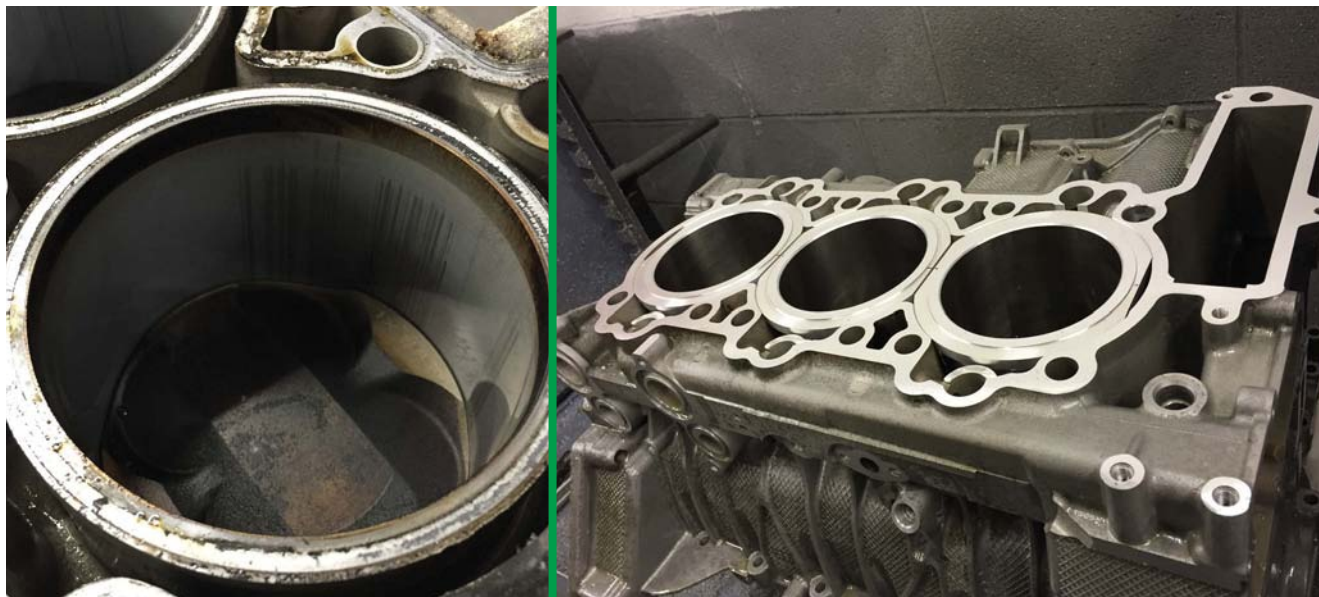


JEREMY LAIRD

2006
CAYMAN 3.4 S

Occupation: Freelance writer
Previous Porsches: One
Current Porsche: Cayman S
Mods/options: Standard
Contact: jeremy.laird@gmail.com

This month: A trip to Hartech for some engine reinsurance. Did it work? Read on...



A scored bore. But happily not one of the Croc's. The Croc's bores were deemed fit and healthy by the fine fellows at Hartech

One of Hartech's rebuilds nearing completion. The newly closed-deck design looks about a billion times more robust than the open-deck bores of the original factory engines

There was nothing for it but to get the bores sniffed by the outfit that conventional wisdom dictates is the best at this particular business.

Hartech are fully three hours away from my base of operations in Bath. But I also know from experience that inspecting bores with a fibre optic camera can be a hit and miss affair. Hartech have seen more than most. More importantly, because they rebuild so many of these engines, my theory was that they would be best placed to connect what they see on the scope with what they find when they pull these engines apart. I knew my engine wasn't just about to fail. But I wanted the best expert opinion on whether it was beginning to go.

As I schlepped up the M5, I had plenty of time to contemplate the possible scenarios. Probably the most vexing would be the discovery of some very early bore scoring. In that scenario, it would probably do another 10,000 miles, maybe 20,000. That sounds reasonable, but at my annual mileage, it would only buy me another six months to a year. Of course, with the only external symptom being oil consumption, the Croc was thoroughly marketable. But I could not punt the car on to a private seller without telling them that it was beginning to go. And who wants a gen 1 Cayman with an engine that's beginning to go?

You then begin pondering the options. Whack it through webuyanycar? Part

exchange it at a dealer? All very do-able. But all also involve subterfuge that would inevitably hit some poor bastard six months or a year down the road. When it comes to cars and houses, many take the view that it's every man for himself. But I don't think I could knowingly put a borked car back into circulation without full disclosure.

It's therefore something of an understatement to say that I was pleased to learn that my bores are in good nick, some of the best Hartech had seen in a while, even if the context is a business that inevitably tends to see the bad ones. Whatever, I spent an extremely intriguing few hours touring the Hartech facility and learning a little more about how they go about things. There was much to be learned.

First, Hartech are one of the good guys. I have occasion to meet a reasonable array of specialists and not all of them live up to their reputation. If anything, I was more impressed by Hartech than I had been expecting. Not because they have swanky facilities. They don't. It's a large facility. But think northern grit not antiseptic cleanliness. McLaren's famous technology centre has nothing to fear.

But what Hartech does have is proper engineering prowess. I'm talking about skills like machining a block, custom-fitting pistons and designing bespoke solutions to the various niggles that blight water cooled Porsche engines. Like a lot of things in life,

the guys that do something a lot are usually the best. It's not that Hartech are necessarily cleverer than anyone else. But take two equally talented engine builders. If one has done 1000 of a given engine type and the other has only done 10, well, it's not hard to guess who will have fine tuned their process and come up with the best solutions. Practice makes perfect.

If that sounds like a marketing pitch, so be it. All I know is that when the time comes, there's only one place I'll be going for my rebuild. All of which meant that when I jumped back in the Croc and headed for my next destination, a short break in Northumberland, spirits were high. I plotted a course of pure B-road action, fully four hours of it, and gave the Croc a comprehensive spanking. I did the same on the way back, too. It's so very liberating to have basic confidence in your car, isn't it?

Confirmation of a healthy engine also means I have finally begun to walk the talk concerning some tweaks to the Cayman and in so doing I am unilaterally withdrawing my earlier offer to submit to capital punishment in the event of inaction. A big-bore GT3-spec brake master cylinder has been fitted along with a shift mechanism with metal bearings. One was a notable success, the other a total waste of time. To find out which was which and hopefully get a little insight into Cameron Sports Cars, who look after the Croc locally, tune in next time. **PW**

CONTACT

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STEADY HOW YOU GO!

Our irregular correspondent thought it was time he brought you up to date on what's been happening with the Carrera 3.2. Davies nearly flattened himself but he's found a good local paint shop



PAUL DAVIES
CARRERA

3.2

Occupation
Freelance motoring writer
Previous Porsches
'68 912
Current Porsche
1987 Carrera 3.2 Targa
Mods/options
Just as Stuttgart intended!
Contact
auto.writer@btinternet.com
This month
A cautionary tale, a bit of panel bashing, plus a sticky heater valve, saving fuel on a Spanish trip and (another) change of address for Dom Delaney at SVP

Treat this as a cautionary tale. We all know it's unsafe to crawl under a raised car when the only means of support is the jack, even if it's a pukka trolley job and not the windy-thinky Porsche supplies. No, you must use axle stands as well. Only...

...only in my case I tried to pump the jack up higher, one axle stand slipped and the car slid sideways and the left-hand lower sill (sometimes called rocker panel; the bit that sits below the rubber trim line) hit the ground. The rear wheels, I would add, had previously been removed. Memo to self: ensure axle stands are on even ground!

Fortunately I was not lying underneath when it happened, otherwise more than a headache would have been the result. In fact the only ensuing problem was how to raise the thing off the ground to re-instate the axle stands. Anyway I did it with the help of the car's Bilstein jack – so windy-thinky came good – but examination revealed about 30cms of the rocker panel folded over.

No real damage done, to car or owner, but obviously a repair was needed. Enter the village coachworks, who are enthusiastic about 'interesting' cars and have tackled quite a few restoration jobs on classics. Their man, Aidan, reckoned the best plan was to cut out the bent end of the

panel, straighten it and then weld back in place. The weld would then have to be skimmed down and whole panel painted.

In fact it turned out better to unbolt the complete panel – it was new and had only been fitted last year (see SVP later) so the bolts were not rusted – and then beat it back to shape on the bench making alignment easier and no need for any welding, before re-fitting and painting.

Simple job, done expertly. If you're in need of a bodywork job and live in the Herts/Beds/Cambs area then call Aidan at CCR Coachworks (see panel) and have a chat. Tell him I sent you!

WHAT'S IN A COLOUR?

One bit of valuable info gleaned during this sorry affair: According to the stamped panel under the carpet on the left hand side of the front luggage compartment my '87 Carrera paint is Indischrot (Indian Red in English, I assume) but almost everyone tells me it's just the same as the better-known Guards Red. But it's not. Aidan has the latest electronic database allowing him to mix colours which reveals Indischrot is indeed a totally different mix, particularly containing yellow which Guards Red does not contain.

A well-known Porsche specialist, who shall be nameless to spare his blushes, actually sold me a can of Guards touch-up a few years back, saying it was exactly the

same. Furthermore the Certificate of Authority for the car which Porsche GB kindly supplied only last year also claims the colour to be the aforementioned Guards Red. Perhaps they thought it sounded better for the English market?

Moral of this tale? Check before you spray!

HOT OR COLD?

The reason for jacking up the car was to take a look at the L/H heater control valve which lives in the murky depths past the drive shaft, handbrake cable and brake line, and is operated by motorised cable from the knob near the handbrake.

Problem was it wouldn't switch off – which meant the co-driver got hot feet whatever the weather. This particular valve



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251152;
svp-motorsport.co.uk

Porsche's eye view of the marvellous Millau bridge on the autoroute south of the Massif Central and heading for Spain



was replaced (by me on my back under the car, with axle stands of course) just a few years back and I knew all that was needed was a squirt or two of WD-40 to get things working again.

But after my experience with the slipped axle stand I became a bit wary of more under-car excursions and trotted along to Jaz Porsche (now living happily near St Albans) so Steve Winter's merry men could have a look for themselves and confirm that the valve was indeed operating again.

Incidentally, the move by Jaz from north London to Hertfordshire has proved to be a good one. The premises are larger and better equipped, including the latest wheel alignment gear. Access is now much easier for out of town customers old and new, and loyal City Porsche owners soon found the railway station just down the road. Also, if you speak nicely to Steve's wife Claire she might even let you use the Jaz Smart courtesy car.

ECONOMY ON HOLDS

The heater control needed to be working because we were off to Spain (the third such marathon for the Porsche) and a heater that won't switch off when it's 30deg C outside and much more inside is no joke. Take the Targa roof off, you say? Not really, anything over 70mph produces too much buffeting, so you have to maintain a light throttle or keep

the roof on.

The trip through France to northern Costa Brava and back – all in a week this time – went as smoothly as previous journeys in the car. At one stage we did think we had a problem, a clunk coming from the chassis during tight corners. Loose damper mounting, roll bar detached, I thought, remembering there was a Porsche specialist you can see from the Autoroute just beyond Clermont Ferrand? In fact the noise stopped when the errant Coke can had been retrieved from under the passenger seat.

We left the P&O ferry at Calais (recommend the extra for Club Lounge seating) just as French petrol tanker drivers started to strike, but luckily only saw one station sans essence. In fact the Porsche was on best behaviour, recording 31.4mpg for the complete trip of just below 2000 miles. When the journey was made in 2014 we got 27.0mpg; the full service I had last year at SVP (see further below) obviously worked wonders.

Highlights of the trip? Driving the Porsche on nice smooth French autoroutes of course, but also the 50kms run over the Massif Central we had swapping places with a well driven, Brit plated, Ferrari 348GT, and also the bunch of Portuguese bikers down near Narbonne who rode alongside on their Harleys giving us the thumbs up. Everyone loves a Porsche!

SVP NOW OPC, NOW SVP AGAIN!

Did I mention SVP earlier? Last year Dom Delaney's Midlands based outfit carried out a full service as well as taking care of a few rust issues (new L/H sill, kidney bowl, door shut) but when I came to get back in contact some 12 months later they appeared to have disappeared from the face of the earth.

Then came the e-mail, SVP is dead, long live OPC! With the name change came a change of premises, from Droitwich a few inches right (on the map that is) to Inkberrow, Worcestershire. Only last week came yet another message – 'cancel the last move we're now at Inberrow, Worcestershire, and the name's SVP (Specialist Performance Vehicles) again'.

It seems the finance deal to set up OPC (which stood for Optimum Performance Centre, but I always thought it was a bit tricky, bearing in mind that Porsche themselves use that moniker for their own Official Porsche Centre) fell through and Dom has, as he says, 'gone back to his roots', with a small staff doing just what he does best – fettling Porsches of all ages and building some pretty quick Cayman racers as well.

I'm glad Dom is back on the scene. When I lived nearby in Gloucestershire the Carrera made many a trip to his workshop and always came out feeling better for it. Check below left for the new address. **PW**

Folded over rocker panel was the result of the car slipping off the (not so carefully placed) axle stands

CCR Coachworks' Aidan gets to grips with straightening out the bent panel

Heater control valve hides up in chassis. Regular lubrication is needed to ensure the vent and internal flap operate smoothly

Waiting to board. Not as speedy as the Channel Tunnel but P&O Ferry is more civilised, especially if you opt for the Club Lounge

Just like the UK the best price fuel in France comes at supermarkets. 98 octane is readily available everywhere – good for the Carrera!



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ROLLERCOASTER RIDE

What a year it's been. Following last month's shenanigans and the discovery of a dropped valve seat, *El Chucho* is finally back on the road and (don't say it too loudly) fighting fit



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This month:

Sorting engine
problems...and
more problems

One last job to do following a successful MOT and ahead of a long journey was to get the front wheels balanced again. It seems like some of the stick-on balance weights had come unstuck. The crew at A1 Tyres in Bodmin did the necessary at short notice...

Last month's discovery of a dropped exhaust valve seat had taken the wind out of my sails. I was, I have to admit, at my wits end and contemplating getting the engine fixed and selling the car. Quite simply, I had started to lose all confidence in *El Chucho*...

I began to weigh up various options concerning possible replacements, scouring adverts for anything which might tickle my fancy and not break what was left of the bank. At one end of the scale was a 996 Turbo (hardly a classic by my usual standards), while at the other was a Caterham Seven. Yes, really.

I liked the idea of a 996 Turbo, with its blistering performance and pretty well bullet-proof engine, but was never a fan of the 996's interior or, to a lesser degree, the styling. The Caterham was definitely a left-field choice, a car that's been on my bucket list for years. A Porsche-owning friend (a '73 Carrera RS-owning one at that) has a Caterham and loves it.

But, as he told me, 'It's not a Porsche'. Think motorbike with four wheels. Hmmm. A well-sorted Caterham undoubtedly represents amazing value for money in terms of performance and handling. But he's quite right: it's not a Porsche...

I needed to get my head round this and concentrate on sorting out poor *El Chucho's* ailments. Whatever I ultimately decided upon, I had to get the car running properly – and that meant placing my trust in the team at nearby Williams-Crawford to fix the dropped valve seat, worn guides and whatever else might show up during the partial tear down and rebuild.

I was busy with work for a couple of weeks, so put the car and its problems to the back of my mind, before finally plucking up the courage to call in at the workshop one Friday, only to discover the car wasn't there. Why not? Because Adrian Crawford had taken it home for the weekend!

Well, to be more accurate, he'd taken *El Chucho* out to make sure all was OK and, as it had been booked in for an MOT at the local garage, he was going to drop it off on the Monday morning.

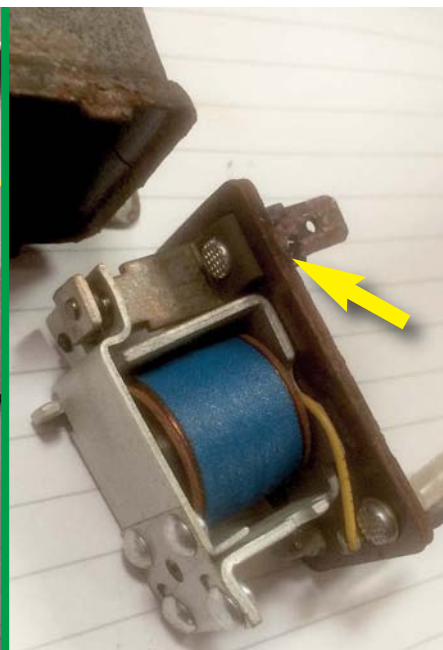
I had guessed the car wouldn't pass the MOT test as the headlight main beam relay had been playing up, meaning that it only seemed to work half the time. I was also prepared for it to fail on the number plates, the front being rather, er, 'minimalist', the rear a US-spec type, so I wasn't entirely surprised when I was given the news that it had, indeed, failed. However, I didn't expect several other points to be raised.

The first of these was play in the anti-roll bar mountings, front and rear. The rears I did have my suspicions about but didn't think there was enough play to justify a 'fail', but the fronts had me confused as I'd only just replaced the drop-links with new Rose-jointed ones. But they were right: there was some play, but where?

After a lot of head scratching, I eventually found the problem was due to the bolts used to locate the new Rose-joints being slightly undersized. This allowed the joint to move up and down slightly, regardless of how tight I did up the bolts. That was an easy fix, but the rear bar proved a little more troublesome.

The way that Weltmeister chose – or still choose, I guess – to mount the accessory rear anti-roll (sway) bar is to use a pair of large U-clamps round the torsion tube, to which the bar is attached via rubber bushes, and then connect the free ends of the bar to the trailing arms using drop links with rubber bushes at one end and Rose-joints at the other. The latter are fixed to the trailing arms using a modified version of the original eccentric adjusting bolt (the one used to fine-tune the angle of the spring plates).

The problem on my car was that the Rose-joints had all but seized, placing an undue strain on the eccentric adjusters,



Far left: Unsightly but legal front numberplate was temporarily stuck to bumper using double-sided tape. Mysteriously, no sooner had the car passed its MOT than the plate somehow disappeared...
Left: Original main-beam relay had stopped working, the problem being traced to a loose terminal (arrowed) which caused some arcing. Squeezing the rivet tight in the corner of a vice solved the problem at no cost

causing them to wear. No matter how much I tried to tighten them, they slackened off almost immediately – clearly the threaded section (see the photo, bottom right) was worn. As a temporary fix, I had the thread recut to a smaller size, which allowed me to get rid of the play sufficiently to appease the MOT tester's displeasure.

The intermittent headlight main beam had been a recurring problem for some months but, as the car was driven throughout summer more in daylight than darkness, it had never been a top priority. The problem first reared its head when I was driving home to Cornwall one night and I had a bit of a 'moment' when putting the lights onto main beam plunged the road into darkness! The headlight flash didn't work, either, although dipped beam was fine.

To begin with I suspected the column switch and read up on-line how to dismantle it and adjust or clean the contacts. But close inspection (which means removing the steering wheel) showed there to be no problems. So, using my brilliant powers of deduction I came to the conclusion it was probably the headlight relay, which is tucked away behind the floorboard under the pedals.

The relay was the original unit and responded to a light tap with a screwdriver,

turning on the main beam with a healthy 'click'. New replacements of the same design (an old-fashioned metal casing with crimped tags holding it all together) are hard to find and expensive, and used ones in working order appear to be as rare as hen's teeth. I could, of course, have taken the easy route and simply bought a modern plastic-cased example, but that would have meant spending money...

Gaining access to the relay is a literal pain in the neck (and back) as it involves wriggling between the seat and the steering wheel, while working in restricted light deep in the driver's footwell. It pays to make a note of the wiring colours before you disconnect the relay, too.

As soon as I got the relay on the bench, it became obvious where the problem lay: one of the terminals was loose. Untwisting the tags which hold the body of the relay together revealed that the rivet used to hold the terminal in place had worn, resulting in a poor electrical connection. Burn marks around the terminals showed it was not a recent problem.

As everything else looked fine – the contacts were all clean – it was simply a case of squeezing the rivet tight against the terminal using the corner of the jaws of a vice. Put it all back together, reinstall it in

the car and bingo! The lights all worked as they should. Cost? Zilch – now that's my kind of money.

Two other MOT failure points were the aforementioned front number plate – 'fixed' by temporarily sticking a full-sized plate to the front bumper using double-sided tape – and a non-functioning horn. The latter surprised me as it had been working, but the fix was easy. As soon as I removed the horn button it was obvious that a wire had become detached. Another free fix...

So, back to the MOT station with fingers firmly crossed. This time there was no problem (although slight play in the front anti-roll bar mountings was still noted) and a 'pass' was issued. Phew! Time to start enjoying the car again, even if the opportunities to drive it are dwindling as the seasons move on.

There is still work to do: those front struts still rattle, and the heated windscreen doesn't appear to be connected up! But apart from that, all is hunky-dory. Maybe. OK, I'll come clean. The MOT also showed up a non-functioning windscreen washer. How? Why? Well, it appears they work by squirting water onto the screen, for which you need water in the reservoir. I'll leave it to you to work out what vital element I'd forgotten to add to the system... **PW**

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Far left: Front anti-roll bar drop link had play, despite being replaced with one using new Rose-joints. An incorrectly sized mounting bolt was the cause...
Middle left: Rear anti-roll bar eccentric mounting bolt (arrowed) was worn, the result of seized Rose-joints
Left: The originals were repaired for the MOT but we have now sourced two new ones from Jon Miller of Classic Carreras in Ireland. Thanks, Jon!

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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*! There has recently been a marked decline in the number of technical queries we are receiving, and after careful consideration we have decided to reflect that trend by using the space for what we initially termed matters arising. That situation hasn't changed significantly over the last month or two, 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, the opinions and hopefully the expertise that we pick up in the course of our day-to-day work with Stuttgart's – and Leipzig's – finest. If you have a query – and do please remember that we have unrivalled access to the vast majority of the UK's most knowledgeable Porsche specialists, and a number in the United States, as well – e-mail us at porscheman1956@yahoo.co.uk.

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AIR-COOLED ENGINE SHROUDS DEMYSTIFIED

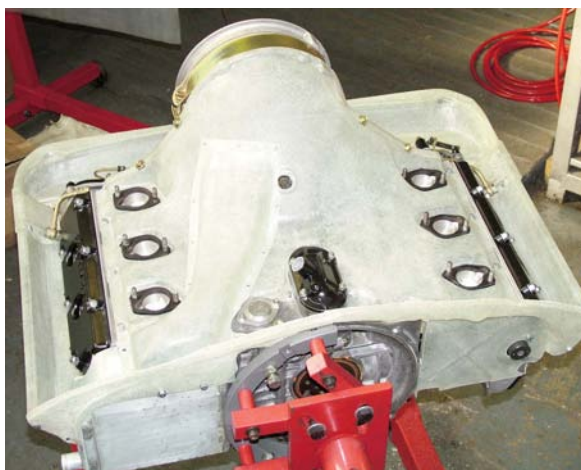
Which is the most important single part of an air-cooled 911 engine? Impossible to say, really, since the absence – or more likely the sudden failure – of almost any one of its hundreds of individual components could bring it to a shuddering halt. Even so, it is difficult to overstate the significance, in either practical or visual terms, of the moulded 'shroud' that ducts cooling air around the cylinders and the cylinder heads. Never mind that without it the engine will overheat; it just won't look right, either.

It's a particular problem for those either reassembling historically significant earlier models, or perhaps now building a retro-styled 'tribute'. You will either have to scratch around for a set of no doubt expensive and possibly less than perfect original sections, hoping that they will fit together neatly (which they may not if they have come from a variety of vehicles), or else compromise and, in order to get the engine running, fit historically inaccurate pieces until such time that you can find the right ones.

Cue Nick Fulljames at Brackley, Northamptonshire-based Redtek. Famous for his top-quality air-cooled rebuilds, and with a particular interest in the now highly desirable 'S' and RS and RSR variants, he produces as close a copy of the genuine Porsche 906/RSR shroud as you are likely to find. Suitable for all six-cylinder motors up to the end of Carrera 3.2 production (not the 964 or 993, in other words) they are made – as were the originals – from thin, almost translucent GRP (glassfibre) which not only has the right 'weave', but crucially will also age to the correct honey colour.

'They look rather "raw" when you first fit them,' concedes Fulljames, 'but then so did the original Porsche shrouds. It's just that nobody remembers how they used to be.' They will need a little trimming, too, says Nick, depending on the layout of the induction system, and whether or not the engine has a rear-mounted oil-cooler – but that's how the genuine Porsche parts were always made to fit, too. 'Using other manufacturers' shrouds, it has taken me a day to get all six holes for the inlet tracts the right shape, and the external sections riveted together neatly,' says Nick, 'but I have fitted these in a couple of hours.'

Prices for the UK-made shrouds start at £680 for carburettor-fed engines, or £760 for cars with MFI, or mechanical fuel injection – and Nick will be happy both to discuss potential customers' requirements and to advise on precise specification. He will install the shrouds, too, either to engines already in customers' cars or, perhaps more cost-effectively, as part of one of his rebuilds. For more information call 01280 841911, or e-mail nick@redtek.co.uk.



What you might call production air-cooled engines had coloured 'shrouds' (even the 2.7 RS; see photo and text below), but more exotic 906/RSR-style motors were characterised by their naturally coloured GRP mouldings (above), as now available from Redtek. Crucially, they age to the correct honey colour



We dropped in on Redtek earlier this year, and were lucky enough to catch this remarkable line-up of freshly rebuilt MFI engines, and which between them illustrate most of the colours of the original standard shrouds used in production 911s. From left to right: US-specification 2.4-litre T/E (yellow shroud); 2.4-litre 'E' (green shroud), 2.4-litre 'S' (red/orange shroud); and then not just one but a pair of 2.7-litre RS engines, again with their iconic red/orange mouldings. The only colours not illustrated are plain black, for the 'L' and 'T' models, and the rare burgundy that was used for the 1967 model year alone

A CHEAP AND SIMPLE BATTERY CUT-OFF

Bill Hoy from Hillsborough in County Down, Northern Ireland, has kindly written to us with a suggestion for a cheap and effective battery cut-off switch – prompted by a request for information on such products by Belgian reader Didier Dirckx in our June 2016 edition. Didier, you might recall, has a 911 GT3 that spends much of its time standing idle, and he wanted a device that would provide a degree of both overall security and protection for the car's electrical system.

Essentially it's a heavy-gauge 'link' strap that fits between the end of the battery's negative lead and the terminal post on the accumulator itself. Indeed, I have had one myself for many years, at various times using it on one or other of my E28 BMW 5-series.

To isolate the battery, simply unscrew the insulated thumbwheel on the top of the device, until the metal contact on its lower face moves away from the matching contact on the strap; for added security unscrew it completely and take it away with you. That won't, of course, prevent someone setting to work with spanners and removing the device in its entirety, but it should make it just that little bit harder for the opportunist thief.

The version I have also incorporates an additional light-duty link wire, which I seem to remember was designed to maintain an electrical feed to coded radios, alarm systems and so on, but at the same time to prevent the engine being started. The built-in fuse (typically five or 10 amps) will blow the moment the starter motor, which typically draws anything up to 200 amps, is activated without the thumbwheel screwed down tight.

So, says Bill, not very sophisticated, and not ideal for every scenario, but at just £7.50 or so plus VAT far better than fiddling with spanners every time you wish to detach the car's earth lead. More information from www.vintagesupplies.com or www.completeautomobilist.com. And many thanks again to Bill Hoy for taking the trouble to remind me about this ingenious gadget – I really should have thought of it myself!



Battery master switch, or a reassuringly cheap and simple anti-theft device? Or even both!

HOW THE 911'S REAR SUSPENSION GREW UP

One of the great pleasures of my working life is, well, watching other people working on Porsches. Don't get me wrong: I am more than happy to wade in and get my own hands dirty, but I still derive immense satisfaction from following a job from start to finish with my camera, and then explaining the process for the benefit of *911 & Porsche World* readers.

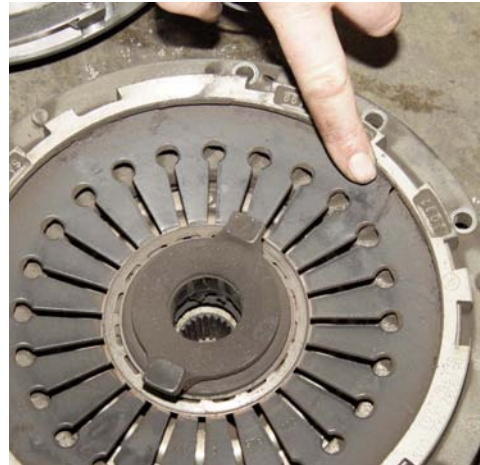
Inevitably there are periods during any such exercise when there is not a lot to see of the task in hand, and no less inevitably I like to have a nose around the workshop – just in case there is anything else worth reporting on. (With the permission of the management, of course.) And so it was during my visit to CavendishPorscha for last month's how-to on replacing a 928 sump-pan gasket. Over on the next lift was a 993 with its engine and transmission removed for a new clutch to be fitted, and I couldn't resist the opportunity to illustrate its so-called LSA (for Light, Stable, Agile) rear-suspension arrangement. It is, after all, something that you don't see in isolation *that* often.

Before the 993, all 911s had at the rear a semi-trailing-arm set-up which was famously susceptible to lift-off oversteer – and not least thanks to the pendulum effect of the heavy rear-mounted engine. Here in the 993, though, that rather cheap-and-cheerful system was replaced by a substantial cast-aluminium subframe, bolted to the underside of the body, and from which could then be hung four strong arms per stub axle to create upper and lower wishbones. A similar set-up had first appeared in the 928 in the later 1970s; that came to be known as the Weissach rear axle, after Porsche's R&D centre of the same name, where it had been developed.

Springing and damping in the 993 were handled not by the earlier torsion bars, mounted transversely across the body, but by combined coil spring and telescopic damper units (much as at both ends of the 964, of course, and also as at the front of all previous 911s – and the 993). Today these are known generically as MacPherson struts, after Earle Steele MacPherson, the American automotive engineer who pioneered the principle at Chevrolet in the 1940s, although strictly speaking it is only when the top of the device has a pivot to allow steering movement that you have a true MacPherson strut.

One of the advantages of any such double-wishbone system is a reduction in camber changes as the car passes over undulations, and thus improved contact between tyres and Tarmac, but in the 993 there is also an element of what is known as roll-steer, with the outer wheel toeing in by up to two degrees during cornering, and reducing the tendency to the dreaded lift-off oversteer. Somehow, and for reasons that I can't even begin to comprehend, the rear end of the 993 was also claimed to squat less noticeably during hard acceleration. For Porsche itself there was also the huge benefit of the reduced manufacturing costs that came from being able to build up the system as a separate sub-assembly before fitting it to the vehicle.

Anyway, there it is: LSA in all its glory (below left). As for this particular car's clutch, sadly that brought – for the owner, anyway – the added expense of a new pressure plate, after the old one was found to have a cracked diaphragm spring (right). In fairness that had been showing no sign of impending failure – the clutch was simply slipping under load – but it would have been false economy in any car, never mind one now as inherently valuable as this, not to fit a replacement when given the chance.



Key to the 993's surefootedness is (among other things) its LSA – for Light, Stable, Agile – rear suspension, first seen as the 928's so-called 'Weissach' rear axle: upper and lower wishbones and coil-spring struts attached to a substantial cast-alloy 'bridge' running up and over the power unit, and bolted to the underside of the body shell. You will probably need to be an experienced chassis designer to understand precisely how, and why, it works, but essentially it allows one rear wheel to toe-in very slightly as the car enters a corner, providing an element of what is known as roll-steer. Engine and gearbox had been separated for a new clutch friction plate; turned out car would also need a new pressure plate (right)

CHECK YOUR TYRES BEFORE THEY BITE YOU

Another day, another independent specialist, and another Porsche up on a wheel-free lift – this time a 987 Boxster for servicing. Here the unexpected additional expense for the owner was not just a new right-hand front tyre, after the old one was discovered to be catastrophically worn on the inside edge, but also the suspension alignment needed to prevent the new cover rapidly going the same way. And that, in turn, incurred an hour's labour charge simply to free off all the seized-up adjustment points, front and rear, their stiffness strongly suggesting that they hadn't been touched since the car was assembled.

Better that, though, than the potentially £2500 fine and three penalty points (for each similarly illegal tyre) on your licence or, worse still, being involved in an accident. And while it is certainly not easy routinely to check every square inch of your modern Porsche's treads, it is not impossible, either. Best way, I reckon, is to jack up one corner in turn to allow the wheel to drop away from the all-enveloping bodywork, and then to spin it slowly by hand, at the front perhaps turning the steering to full lock. And what better time not only to pressure-wash the inside of the wheelarches but also thoroughly to clean both the wheel spokes and even the tyre sidewalls without worrying about whether you might have missed a bit.



It is all too easy to miss tyre wear like this on modern cars, especially when the damage is tucked away on the inside edges, but no less inexcusable for that. And the sad fact is that you could still end up with a hefty fine and points on your licence – or worse



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Porsche 993 Carrera 4 3.6L 1995 Coupe, Manual Gearbox, LHD, Black with Black leather interior.

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1994 911 (993)

Superbly refinished in its original Iris Blue metallic, this car has been maintained and cared for regardless of cost, a full service and MOT has just been completed by Tom Ferguson the renowned independent Porsche specialist. The car features a Toad alarm system, nearly new Pirelli P Zero tyres of the correct speed rating, 17" Cup alloy wheels (also refurbished), sunroof, tinted front screen, HID Xenon headlights, teardrop door mirrors, Dansk stainless steel mufflers, panel filter, Becker Mexico CD radio with telephone/iPod sound interface, new clear front indicators, white dial gauges, tail spoiler and a fitted Tracker. The light grey interior has also been professionally refurbished to the highest standard by a local specialist. Full service history up to 139,000 miles with owner servicing up to the present mileage, as part of the routine servicing which always included both oil filters and Mobil 1 lubricant, the car has had an injector clean and service including new seals to both the injectors and intake runners, new mass airflow meter, fan and alternator belts, Lambda and temperature sender. A new clutch, dual mass flywheel and clutch master cylinder were fitted at just over 35K miles ago, together with an alternator and starter motor service, new plug leads and distributor caps. There is a very comprehensive service history file with old MOTs. Tel: 07738 101786. Email: martinhall49@gmail.com (Co.Durham). £32,995 P1216/032

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911

Carrera 996 4S

(2004), Basalt Back with 18-in black gloss wheels with red calipers, black leather interior (the leather has just been reupholstered) the two front seats have the 4S logo embroidered in the headrests, the bodywork been fully detailed and looks as new, aluminium trim pack, climate control, factory security system, Bose sound system (DAB has been fitted to original radio), 6 stack CD, heated seats, dash camera, in built phone (complete with SIM), sat nav, Porsche Communication System (PCM), Litronic lighting, sports exhaust system, top tinted front window, Porsche logo on the two front mats, service history and all receipts for work carried out (all brakes and disc renewed) etc. This has to be one of the best 996 4Ss on the market, it is immaculate inside and out, and one of the last to be produced and comes with the Porsche Certificate of Authenticity, any inspection welcome, test drive with proof of insurance. This car has to been seen, lots of photos on request, please phone if further information is needed. Tel: 07759 378007. Email: trev65007@hotmail.com (Kent). £23,499 P1216/025

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AIR-COOLED STARTER

Aside from the earlier narrow-bodied impact bumper air-cooled 911s, the 911SC is still considered to be the entry-level classic 911. Indeed it is, but that 'entry-level' has increased somewhat in recent years, which means that you need to be even more vigilant when buying one. Here's what to look for

Those who have not delved into the history of Porsche may find it hard to believe that the 911SC, the subject of this month's buyers' guide, was intended to be the last ever 911. By Autumn 1977, when this model was launched, Porsche bosses had concluded that the company's future lay in front-engined, water-cooled cars such as the four-cylinder 924 and V8 engined 928 – but rather good sales of the rear-engined car changed their minds and the 911 is still with us today, six model generations on.

Another possibly interesting aspect for those yet to research their air-cooled 911s is that the 911SC is a different model from the Carrera 3.2 which replaced it in 1983. People quite commonly think that the same model ran from 1977 until 1989, and why not, because they look the same. But underneath the skin, so much is different.

So let's spend the following pages exploring what this Porsche actually was and what it offers. And probably most important of all, what to look for when purchasing one and what to pay for it.

DESIGN, EVOLUTION

At the time of its launch, and for years after, the SC was considered to be among the "modern" rather than "early" 911s. It was

the second generation to feature the larger "impact bumpers", and it was one of the first 911 series to benefit from galvanised body panels. These two features alone helped move the 911 towards a wider market rather than it remaining an esoteric sports cars strictly for enthusiasts.

With two water-cooled models added, Porsche wanted to rationalise the 911 range, hence the SC (standing for "Super Carrera", it's said) replaced the 2.7- and 3.0-litre Carrera models for the 1978 model year. Its flat-six engine was from the latter, a lesser capacity, normally aspirated version of the 3.3-litre 911 Turbo engine. For the SC the Bosch K-Jetronic fuel-injected unit gained a new crankshaft with larger bearings, redesigned cam chain tensioners and electronic ignition, among other things. It produced 180bhp, which was 20bhp less than before, the shortfall said to be due to emissions tuning, including a crankshaft pulley-driven air injection pump to mix fresh air with exhaust gasses, to meet new regulations.

But some reckoned the output was lowered to ensure the 911 did not come too close to the 928, and upset the Porsche power hierarchy. However the SC's torque was 196lb ft, compared to the previous engine's 184lb ft. With a low compression ratio for a sports car (8.5:1), the Porsche

famously ran on 91-octane "two-star" petrol, when its rivals would consume four-star or even five-star.

The same 915 five-speed manual gearbox was carried over but with higher ratios, the alternative being, for a year or so, the Sportomatic "clutchless" transmission. One important development was the addition of a brake servo, something that had also been added to the second-generation 911 Turbo of 1978.

The SC could be ordered in base form or with Sport equipment, the latter probably accounting for the majority of cars delivered in the UK. These models have the Turbo's large tail wing ('82 on), a front spoiler, uprated shock absorbers and 6Jx16-inch front and 7Jx16-inch rear wheels of the classic Fuchs design wearing Pirelli's then new "low profile" P7 tyre in 205/55 and 225/50 sizes (standard cars ran 15-inch rims of these widths, the 'cookie cutter' style, with 195/70s and 215/60s).

Besides the coupe, a Targa was offered, which at the time was regarded as rather ugly, due to the stout, slabby roll hoop engineered into the body. But it worked well, easy to remove and store in the front boot, and usually waterproof. And almost four decades on, maybe the Targa isn't such a bad looker after all.

For the 1980 model year the SC's engine power was increased to 180bhp, and then

The classic '80s 911 look: Guards Red and with a big Turbo wing too, and those gorgeous Fuchs wheels. You know you want one!





Above: Engines came in various states of tune, but the 204bhp version is the more common. It's a tough and revvy unit and most will have had at least a top-end rebuild by now. Right: Interiors are relatively simple and hard wearing, but door cards and seats gradually suffer through wear and tear

in mid 1980 it rose to 204bhp, but this, facilitated by a raised compression ratio brought with it a need for higher-octane fuel. At this point a number of detail changes took place: side flashers appeared on the front wings (a good aid to identifying a 204bhp car, although the wings could have been fitted to an earlier car), the previously optional blacked out rather than chrome window surrounds became standard, the original standard-fit tartan check seat material gave way to the eye-catching Pasha cloth (but was only used for a short while before being replaced by a more sober material), and a centre console was fitted.

The final change was the introduction of the third body shape, the Cabriolet, a full convertible, good looking and with the option of electric opening and closing. It appeared in Autumn 1982, although right-hand-drive cars did not reach the UK until January 1983, just six months before the end of SC production.

DRIVING THE 911SC

It's likely that many prospective buyers will be keenly interested in how different the SC is to drive to the Carrera 3.2 with its extra power and torque. Obviously the two cars do feel similar, both with the uniquely emotive wail of the air-cooled flat-six, and both requiring total driver involvement to maximise the experience. Both have the same flawed but nonetheless appealing instrument and control layout, the same difficult to regulate heating and ventilation.

However Robin McKenzie of Bedfordshire-based impact bumper Porsche specialist Auto

Umbau, who is very familiar with both models, feels that the SC is far from the underdog. 'I think that if driving the cars back to back, most people would prefer the SC, assuming the 3.2 was an early model with the same 915 gearbox as the SC,' he says. 'It is the forgotten hero – the 3.2 was strengthened up considerably in the body and is heavier, and feels lazier to drive. The SC is much livelier.' Note that after so long, there is unlikely to be any noticeable difference in the performance of 180, 188 and 204bhp engines, as outputs will vary according to the health of the motor.

One aspect of this era of 911 that has become notorious is the gearshift, which

some have likened to stirring cobbles. However this may be due to an out of killer linkage, with proper adjustment bringing a big improvement.

WHAT YOU'LL PAY

Time was when 911SCs were worth less than the Carrera 3.2s that replaced them in 1983, on the basis that the 3.2 was improved across the board. But as prices of air-cooled 911s have soared, that is no longer the case, according to Robin McKenzie. 'There's not a lot, if any difference now,' he says. 'Everything is

SPECIFICATIONS

Porsche 911SC

Engine:	2993cc water-cooled flat-six
Max power:	180bhp at 5500rpm
Max torque:	195lb ft at 4100rpm
Transmission:	5-speed manual/3-speed Sportomatic semi-automatic
Brakes:	Vented discs front and rear
Wheels:	(front, rear): 6Jx16-inch, 7Jx16-inch
Tyres:	(front, rear): 205/55 VR16, 225/50 VR16
Weight:	1123kg
0-62mph:	6.5sec
Max speed:	141mph
Fuel consumption:	16.1-23.3mpg
Performance and fuel economy figures from <i>Autocar</i> , and for an early, manual car; wheel and tyre sizes for a Sport; weight quoted is for the coupe	

Maintenance costs, Porsche 911SC/Sport

6000-mile service	£189
12,000-mile service	£467
Renew front brake discs and pads	£352
Renew clutch	£834
Dans stainless steel exhaust/heat exchanger	£1731
4 Michelin SXMXX3 N2 tyres (front 205/55 ZR16, rear 245/45 ZR16)	£960
Servicing, brake and clutch prices from Auto Umbau; exhaust price from Car Parts 911; tyre prices from Longstone Tyres	

911SC/SPORT TIMELINE

September 1977
911SC replaces Carrera 2.7 and 3.0

September 1979
Power rises from 180bhp to 188bhp

July 1980
Power increased to 204bhp, and other detail changes made

September 1982
Cabriolet model unveiled

January 1983
Cabriolet on sale in the UK

July 1983
911SC replaced by 911 Carrera 3.2

WHAT YOU'LL PAY

£5,000–£10,000: Basket case, perhaps even for spares only
£10,000–£20,000: The price for running but scruffy coupe and Targa SCs
£20,000–£30,000: Average condition but will need work to bring up to scratch
£30,000–£40,000: If you want an issue-free car with minimal rust, this is what you pay
£40,000–£50,000: Sub 50,000-mile cars, near pristine, offered by classic specialists

down to condition and service history. A lot of people don't know the difference between the SC and the Carrera 3.2.'

Robin tells us that, if you really want, you can find a car for £5,000 to £10,000 but it will be strictly a basket case, and nothing more. Broadly, prices for running SCs start at £20,000, 'but even at that price it will cost at least another £20,000 to get it right, because they all have rust,' he warns. He says the going rate for a decent example is £30,000 to £40,000.

WHAT TO LOOK FOR ENGINE

The 911 air-cooled engine is extremely tough and durable, but it does suffer a collection of well known problems. 'The most common issue with these engines is the likelihood of oil leaks, usually from cam covers, cam chain covers, the four oil tubes or the pipework going from the engine to the oil reservoir,' Robin explains, 'and unfortunately SCs don't

have an under tray to catch the oil drips.'

Don't be surprised if the engine doesn't start easily. 'This is fairly common, as the cold start and warm up regulators do fail, and although Bosch state they are non repairable, they actually are, and anyway Bosch no longer make them,' Robin insists.

Once running, the engine may smoke considerably, which may or not be serious, as Robin explains: 'The SC engine will smoke on start up, which is normal due to oil seeping past the pistons and being burnt away, and on cars unused for a long time the oil can even take a few hours to burn. Once the exhaust smoke is clear, drive the car. If it then smokes under load, it has worn valve guides and or piston rings, and will need rebuilding.' A full rebuild can cost up to £12,000.

TRANSMISSION

The 915 gearbox is seen as inferior to the G50 'box fitted to the Carrera 3.2 in 1987, but Robin feels it is underrated. 'Worn bushes in

WHAT THE PRESS SAID

'The addition of P7 tyres to the Sport specification has given a new dimension to the handling and roadholding which are now of the highest standard. It remains one of the most desirable of cars to the enthusiast.'

Autocar, Porsche 911SC Sport road test, 17th December 1977

'The new 911SC is faithful to tradition. It is the fastest normally aspirated Porsche, 0–60, that we have ever driven. It does the quarter-mile in 14.8 seconds and the factory (which is usually conservative in these things) rates its top speed at 136.'

Car and Driver, Porsche 911SC road test, March 1978

the linkage between the gearstick and the gearbox, along with worn synchromesh rings, especially on first and second, and broken dog teeth have given the 915 a bad name,' he points out. 'But having the gearbox rebuilt and set up properly transforms the driving experience and is well worth the investment.'

EXHAUST

The SC's original exhaust was mild steel and will have rusted away by now, the back boxes rotting from the inside out due to the water formed when the engine was started. The heat exchangers are known to rust, and allow the oil dripping off the engine to get inside the heat exchanger, and the smoke from the

This studio shoot example sits on 'fat' 16in Fuchs. They look the business, but we would argue that standard 15s offer a better balance and ride





The all-time classic 911 profile. For an even purer look, remove the aero appendages

burning oil to be blown into the cabin. Many cars now have an independently made stainless steel system fitted, and once this is done there should be no further exhaust problems. 'The easiest way to check if the exhaust is stainless steel is to put a magnet on it,' says Robin. 'It should not stick – if it does, the system is mild steel.'

SUSPENSION

Little goes wrong with the SC's suspension. Bushes wear in the trailing arms, but it is much more likely that if the car does not sit correctly it is because the suspension settings have been messed about with. More common problems are worn out shock absorbers, which are relatively cheap and quite easy to change.

BRAKES AND WHEELS

Brakes are more than adequate and very reliable. They use steel calipers, which are cheap to have reconditioned, and discs and pads are also inexpensive and easy to change. 'Check if the car pulls to the left or right under braking,' Robin suggests. 'If it pulls to one side, it is likely that you will simply have to take the pads out of the caliper on that side and clean up the pin set.'

Fuchs wheels in poor condition are expensive to refurbish. 'This is because few companies can restore them to the correct anodised finish,' Robin reveals. 'Many have instead been turned on a lathe, polished and lacquered, but while this is much cheaper, it does not last, because the aluminium oxide lifts the lacquer and the wall thickness is decreased and therefore weaker.' For a set of four secondhand genuine 16-inch Fuchs, budget £1600, and bear in mind that tyres can be difficult to

source, as Pirelli, the main supplier, currently does not make the P6000.

BODYWORK

Unsurprisingly, corrosion is the SC's biggest problem. 'Although the body is galvanised, the build up of dirt has caused areas of serious corrosion,' Robin says.

The main areas to check are the front inner wings, the outer wings, the door catch plate on the lower B posts, around the front windscreen, especially at the bottom, the rear screen at the lower outer corners, and the inner rear wings. Also, lift the engine lid and check the inner wings above the light clusters. 'Take a torch with you, even in bright sunlight you'll need it,' Robin advises.

Check the small brackets that hold the oil cooler pipe down the length of the side sill, because the corrosion doesn't just affect the bracket, it also means there could be holes in the middle sill panel. 'If most of these areas are corroded, expect to see a bill for around £10,000 to repair the metalwork alone, and it is likely you will spend another similar amount on re-spraying the whole car if it is done properly,' Robin estimates.

VERDICT

It was once the last of the cheap air-cooled 911s, but now that collectors are chasing them, that's now just a happy memory. Hence you're going to need at least £30k for a decent one – you can pay a lot less, but expect to pay probably more than the asking price putting things right. However, the rising values have meant that you'll be unlucky to lose much on a 911SC. And one further point: don't assume that the SC isn't as good as the 3.2 Carrera that replaced it – some even feel it's a better car. **PW**

SPOTTED FOR SALE

Private seller
1982/X 911SC Sport, left-hand drive, white, black leather 164,000 miles, three owners, £25,000, Northampton

Sports car specialist
1983/Y 911SC Targa, black, grey cloth interior, full service history, 106,000 miles, £24,995, Buckinghamshire
themotoringteam.co.uk

Classic car dealer
1983/A 911SC Cabriolet, Kiln Red, cream leather, 35,000 miles, restored, £44,995, London
hexagonclassics.com

USEFUL CONTACTS

Auto Umbau Porsche
A Bedfordshire classic Porsche specialist for a number of years, and steeped in earlier 911s. Offers sales and servicing/repairs, and is our technical adviser for this Buyers' Guide
classicporscherepairs.co.uk

Shirleys Garage
Based in Meriden, this family business has been dealing in Porsches since the late 1970s, and, through an associated company, also has long experience of servicing and repairing air-cooled and other models.
shirleys-garage.co.uk

Paul Stephens
Air-cooled specialist that very often has good SCs in stock
paul-stephens.com

Euro Car Parts
Offers a wide range of parts, including independently made items, for Porsches at very reasonable prices
eurocarparts.com

BUYERS' CHECKLIST

Smokey engine may mean a rebuild is necessary
Oil leaks are inevitable in this engine
Poor starting causes by failed cold start and warm up regulators
The gearbox is likely to crunch in first and second, due to worn synchromesh rings
It's good to see a stainless steel exhaust rather than a mild steel original system
Bounce the wings up and down to check the state of the shock absorbers
Check the condition of the Sport model's Fuchs wheel, as they are expensive to refurbish
Carefully check the bodywork, as most SCs are rusty



DEALER TALK: TECH 9

This Liverpool-based specialist is best known for its GT racing Porsches, and as TechArt's UK importer. But as proprietor Phil Hindley explains, it also sells Porsches from classic to current



How long have you been in the Porsche business?

Since 1993, some 23 years and lots of great memories!

What Porsches do you specialise in?

We sell 356s right through to brand new cars with TechArt conversions. We are also known for sourcing rare classic and modern Porsches for collectors worldwide. We do a lot of trades "off-market" – collectors like to trade cars that have not been offered for sale, and we have some lovely cars that pass through our hands that only our visiting clients get to see.

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

We have a 2014 Cayman S with TechArt equipment and other high value options for £64,950. At the other end of the scale we have one of only 36 UK-spec, right-hand drive 3.0-litre 930 Turbos, from 1977. It has had a full nut and bolt restoration by us, just over two years' work, and is £225,000

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

A first Porsche can be many things. For the family man, it may be an opportunity to get into the brand with a larger car such as a Cayenne, Panamera or Macan. For the middle-aged buyer, once the kids have left home and a bit more time and money are available, it could be a classic from the 1980s or '90s, or for the young buyer wanting to start on the ladder, a 924 or a Boxster/Cayman. Buy the best

you can afford – the cheapest is usually cheap for a reason. Someone new to the brand should rely on a specialist dealer to supply a quality car. If buying privately, then insist on a professional inspection.

Where do you get your stock from?

We get offered cars from other traders, and buy and resell cars sold to clients in the past. Plus we have a keen eye and regularly scan the classified adverts for cars.

What warranty do you give, or sell?

This depends on the category of sale. We sell quite a few cars that are still within the manufacturer's warranty. On classic cars, we offer between six and 12 months. We would like to think that our door is always open for discussion to assist a client who may have an unforeseen problem.

What's 'hot' at the moment?

It's interesting to observe the frenzy surrounding the latest limited edition models, 911 GT3 RS, 911 R, GT4 etc, and the "overs" they command.

What's best value at the moment?

I think the "transaxle" cars will continue to appreciate nicely. We see plenty of interest in manual gearbox 928s, and low mileage 944s and 968s, especially Turbo and Clubsport.

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

I torture myself regularly wishing

that I had kept certain cars, but when you are an enthusiast, you want to keep them all. Financial restraint and cash flow management generally focuses my attention to move a car on for a profit!

What car do you drive every day?

My daily driver is the works Mercedes Vito van, as I am always travelling to see various suppliers. But I have a 1988 928SE and a 1975 911 MFI Carrera that I like to use if attending a show or event.

What are your plans for the future?

We deal with some really good clients and every year these relationships build and develop. We will continue to do what we do best, providing a quality service for our clients. As a Porsche specialist, our range of services is comprehensive: vehicle sales, engine and gearbox rebuilding, service and maintenance and our on-line shop for classic and rare "new old stock" parts. Our partnerships with TechArt, JP Group, Dansk, Öhlins and other niche specialist suppliers sees our stock inventory of stock pretty comprehensive.

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HELPING YOU RUN YOUR PORSCHE:

WINTER TYRES

If you want winter tyres, now is the time to fit them. Modern "cold weather" tyres are sophisticated compounds that give the same level of roadholding and refinement as normal tyres, but with their more flexible sidewalls (to prevent the cold making them stiffer) and special treads give extra grip in ice and snow. They're meant for temperatures below 7C, so you can fit them in November and forget about them until March.

If you have a 991, Porsche Tequipment supplies a 19-inch, five-spoke wheel-and-tyre set for £3000, and Porsche Centres will fit them, store your normal tyres and refit them for around £300. For earlier cars, say a 996 with 18-inch wheels, we'd suggest buying a set of relatively inexpensive rims, seeing as they're going to get covered in salt, such as Design 911's Turbo Cup 3 alloys in black (a good colour for a winter set up, as it has a tough, utility look about it), with a premium brand tyre, such as the Michelin Pilot Alpin PA4. The total cost will be around £1500, which is still a lot, but you can get years of service out of them, and wear on the normal tyres is halved.



USEFUL ACCESSORY OF THE MONTH: DOOR PROTECTORS

Most single garages are too narrow to allow a car door, especially the longer doors of a Porsche sports car, to be opened fully, making it tricky getting in and out of the car without bashing and damaging the edge of the door over time. One very neat solution we've just come across is the Door Protector from Shropshire-based accessories specialist Classic Additions.

It is a thick foam pad with an adhesive backing allowing it to be stuck to almost any kind of surface. Simply position the pad at the right position on the wall to cushion the door edge when it's opened; it's seen here protecting the 993 belonging to Classic Additions proprietor Adrian Boyce. They are available singly at £22 including delivery, £38.57 for a pair or £53.30 for three. More details at classicadditions.com



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Porsche 911 (996) 40th Anniversary 2004
'40 Jahre' limited edition number 1191 of 1963 made, less than 200 right hand drive, 57K miles with FPSH and MOT until June 2017, last serviced June 2016. This edition was hugely spec'd but notably with the X51 Performance Pack (345bhp), lowered uprated suspension with a LSD and PSM. At 41K miles a new clutch was fitted and at same time a new IMS bearing and RMS was fitted. Tel: 07920 812861. Email: grahame.thurlow@googlemail.com (Middlesex).
£29,995 P1216/033

1970 911E Coupe
Well maintained and properly taken care of, unrestored and astonishingly original, low original miles of 69K. Rust free with no accident damage, paint is beautiful and retains an excellent shine, the interior is completely untouched, great to drive, pulls from low down to red line with lovely gear change, comes with its original 5 speed manual transmission. Cosmetically and mechanically superb! Tel: 754 223 6850. Email: slacktrd@gmail.com (Florida, USA).
\$53,200 obo P1216/034

912

9 - Apart
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1968 LHD 912/6
RS body 2.2, flat 6, triple Webers, S cams, 5 speed box, non sunroof coupe, MOT June 2017, car drives very well, sounds great, I have had the car from 2012, it's had lot of new parts fitted. Tel: 07506 299333. Email: oldeboy@hotmail.co.uk (Devon).
£23,000 P1216/018

944

9 - Apart
Parts specialists for 944
01706 824 053

944S2
Guards Red '91 model, 157,000k, FSH, MOT and service May 2017, full Linen leather, RS steering wheel, electric sunroof with removable panel, original cover for panel, Janspeed rear silencer box. Won and been placed in the PCGB SW regional concours, photos on request. Tel: 07754 450822. Email: jenkinsryd@btinternet.com (Devon).
£9000 P1216/035

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944



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£3900 ovno P1216/047

968

9 - Apart
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MARKET WATCH

It's an age old question for the used Porsche buyer – what is the best age of car to buy, and how long should you keep it? To find the answer, David Sutherland looks at some figures and took expert advice



For ultimate value in the Porsche market, go for a pre-owned car

Some owners buy secondhand Porsches because they can't afford a brand new one. But others, who could raise, say, the £85,857 necessary to drive out of the showroom in a new 991-series Carrera S, will still buy used because they feel a "pre-owned" car is much better value, based on the premise that as soon as a new car has a number plate attached to it becomes secondhand and its value dives steeply – in some cases by a third of its new price.

This level of instant depreciation does not apply to Porsche's sports cars, although you'd still lose a fair amount if for some reason you wished to unload a Boxster or Cayman very soon after buying it (the exceptions are of course the GT models built in limited numbers such as the 911 GT3 and Cayman GT4 which are snapped up by on-the-ball investors and resold for above list price). You would only get the 'trade'

price, which tends to be very similar to a private sale price, with any dealer buying it adding a mark-up that would probably take it halfway back to the list price.

But it wasn't always like that with Porsches. At any point before 1996, when Porsche's water-cooled Boxster/996 revolution occurred, the values of 911s barely changed (this did not apply to the 944 and 928, but that's another story). Do modern 911s lack some magical, value-preserving quality that the air-cooled cars radiated?

Maybe, but supply and demand had much more to do with it. In 2015 Porsche sold 12,167 new cars in the UK (up a third on the previous year), but back in the 993's day, in 1994–1995, the total was just a tenth of that. Therefore, and this also applied in the decade before, you could buy a Porsche at full list price (then, as now, no discounts were given on 911s), and three years later present it to the same dealer and, assuming it had been

looked after, expect to be offered the original list price as a trade-in against a new 911. The price of the new model would have increased in the meantime, but you still technically enjoyed zero depreciation.

It was the introduction of the 996, and expanded sales, that marked the softening of the 911's previously granite hard values. So, with Porsches' depreciation curve more in line with mainstream marques, which is the best age of used Porsche to buy – and, equally importantly, when should you sell it?

Mark Sumpter of independent specialist Paragon Porsche in Five Ashes in East Sussex has a simple, if not unbreakable, rule: 'If you want a Boxster or Cayman, buy at three years and sell at five,' he recommends. 'Most owners of new Porsches, many of whom always want the latest specification, run them for three years. At that stage you'd be able to buy them from a specialist for about two thirds of the new price.'

Thus, a 2013, 13-plate Boxster S priced at £43,800 when new would now sell from a forecourt for around £30,000. A 911 would retain a greater proportion of value, but a 13-plate Carrera S with PDK would still be some 15 per cent below list, at around £65,000 retail. However, should a Panamera appeal, you can get these very cheaply, a three-year-old, once £75,000 S now retailing at £42,500, a drop of over 40 per cent.

Mark believes that two years is the ideal ownership, assuming 10,000 miles per year, after which you could expect to get 50 per cent of the price back if trading in or selling privately. But he also points out that depending on how the car has been treated influences the optimum ownership period.

'If you're very hard on a car, say you take it to track days, then you should definitely sell at two years, but if you treat it well and don't do many miles you could keep it for four years,' Mark explains.

Like virtually all modern cars, any Porsche will easily knock up a six-figure mileage with little if any trouble, but mileage is still a key issue for customers, so to maximise value when the time comes to resell, consider what Mark says on the subject. 'If you buy a Porsche with 25,000 miles and put on another 20,000 miles in two years, that's fine. But once it goes above 50,000 that's an important milestone – we are always being asked for cars with under 50,000 miles. And 80,000 miles is also an important psychological thing for buyers.'

The perceived wisdom is

that basic spec Porsches are bad news residually, but this aspect tends to be over simplified, Mark feels. 'No one wants a Boxster with cloth seats and small wheels, but that car is going to be cheaper to buy in the first place. In any case, these days most Porsches are going to have the options you want.'

Nonetheless, to keep a car as saleable as possible, he recommends buying one with the following if these weren't standard fit items: PDK transmission, full leather seats, sat nav, larger than standard wheels, and a 'sensible' colour combination such as gunmetal grey with back leather.

While the foregoing is hopefully a recipe to minimise the amount you lose on a Porsche, there will always be exceptions, and one that Marks sees appearing on the horizon is the late model 981-series Boxster and Cayman, superseded by the present four-cylinder 718 Boxsters and Caymans. 'I think the last of the six-cylinder Boxsters and Caymans are going to have very strong residuals, because the new cars just don't have the same feel,' he predicts. 'I think that in five years' time people will be coming to us and asking, "Can you get me one of the last six-cylinder cars?" I think that you would then be able to keep that for five years without any depreciation.'

It's arguable that the outright cheapest method is to buy the car and keep it for many years. But then the dwindling equity could lock you out of the replacement cycle – and most people love a new car every so often, don't they? **PW**



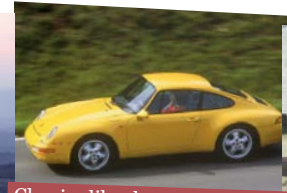
Boxster S still worth £30k after 3yrs



911 Carrera S still valued at £65,000 after 3-years



Panamera S depreciates fast. £42.5k after 3-years



Classics like the 993 suffer minimal depreciation



Supply and demand meant the 996 depreciated fast

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£9950 P1216/030



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POR 997T	911 TYR
POR 911K	911 FEG
1974 RS	911 MSD
993 G	911 SHE
993 POR	CAR232A
993 RUF	930 FF
X993 POR	XXX 911C
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PARTS

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£250 P1216/008

Pirelli P Zero N rated tyre
235/35/20 (88Y), N rated, very good condition, 6mm of tread. Tel: 07977 132969. Email: chriswaghorn@btinternet.com (Staffs).
£75 P1216/027

996 sports coil springs
Set of 4 genuine Porsche sports equipment coil springs for 996 gen 2, brand new, lower car by 10mm and approx 20% stiffer. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).
£145 P1216/038

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TRIED & TESTED

With 911 & Porsche World's Features Editor, Keith Seume

993 3.8 ROOCK BLACKBIRD 1993 61,000 MILES £ SEE TEXT

Buying a modified Porsche – or any modified car for that matter – can be a risky business. First of all, can you be sure how well the modifications have been carried out? Secondly, how can you be sure that one man's idea of the perfect Porsche is going to match yours?

Well, they're valid questions, of course, and most of us have probably experienced at some time in our lives the results of a poorly planned conversion – a car that's too temperamental for everyday use or which is, to put it bluntly, simply a pain in the backside to drive. Too loud, too hard, too uncompromising to be fun anywhere but on a race track.

But then there are cars like this: a 993-based Rook 3.8 Blackbird. We tracked it down at Cornwall-based marque specialists Williams-Crawford where Adrian Crawford was enthusing over it, pointing out what great value it was compared to a genuine 993 RS, which these days change hands for £200–250K.

Rook is one of the most respected Porsche tuners in Germany, founded in 1984 by brothers Michael and Fabien Rook. With Le Mans successes in the GT categories behind them, the brothers have earned a reputation for carrying out very high-quality conversions for both road and race use, picking and choosing the very best components from the factory options list and adding their own special brand of engineering magic.

This car started life as a 1995 993 Carrera 2 and cosmetically has the look of a 993 RS, with the front spoiler and splitter, side sills, rear spoiler and an aluminium bonnet all contributing to a menacing yet tasteful look. That lustrous Slate Grey paintwork does the lines proud, too.

Look inside and you'd be forgiven for thinking this was a factory-fresh conversion, for there's not a blemish to be seen on the leather-clad Recaro Pole Position seats – complete with their embossed Porsche logos – or the RS-Rook logo'd rear seat delete. There's no roll cage to get in the way, nor the full harness seat belts you'd expect to find on an RS, so it's been built with road-going practicality in mind. But that's about as far as any compromises go.

There are lightweight RS-style door panels, with tiny strap door pulls, manual windows, lightweight dash knee roll, lightweight carpets and lightweight (that word again!) seat runners. The interior trim work was carried out by UK-based Southbound, so you can be sure of the quality.

This is all well and good, but it's what's underneath that counts – what can make or break a conversion. And here the Rook brothers clearly know their onions.



The engine has been taken out to 3.8-litres, with the heads machined to raise the compression. There are hotter camshafts, solid valve lifters and lightweight rocker arms which, with a larger Rook throttle body, ECU remap and Rook exhaust, combine to give a power output of 305bhp, with 286lb ft of torque. A factory-stock RS 'only' produces 300bhp and 262lb ft, so you know this baby will fly.

And fly it does, as our all-too brief roadtest confirmed. But does it stop, or go round corners, too? Simple answer to both questions is yes – and how. RS-spec brakes all round, along with Bilstein PS9 dampers, uni-ball top mounts, urethane bushes and a Rook strut brace mean that the Pirelli P-Zero tyres can be pushed to their limits with aplomb. Mind you, on a damp road, you'll need to take care – as we found out, getting sideways out of a roundabout was all too easy. But fun...

This is such a well-conceived conversion that it's almost hard to imagine it's anything other than a factory-built car. It's so cohesive – everything is complementary, nothing jars. It's a firm ride, for sure, it's loud and visceral, definitely, but it all works. And we wish we could drive it more, but we can't.

And why not? Because as we were going to press a customer decided that this was the car for him. It was sold for an undisclosed price, but just let's say that an alternative might have been a tidy older 930 Turbo. Considering how much this Rook converted rocketship must have cost the original owner, that seems like a good deal to me. Rook on, Tommy! **PW**

CHECKLIST

BACKGROUND

Highly-modified 993 C2 built by renowned German tuner, Rook. A well-planned conversion that represents great value compared to a 993 RS.

WHERE IS IT?

Williams-Crawford
Forge Lane
Moorlands Trading Estate
Saltash
PL12 6LX
Tel: 01752 840307
Email: sales@williams-crawford.co.uk
Mobile: 07768 555855
Close to Plymouth and its mainline rail connection. Located just off the A38, so an easy trip down the M5 to Exeter and then south on A38 to Plymouth, over the Tamar Bridge and you're almost there!

FOR

High-specification conversion by one of Germany's leading tuners. Stylish understated looks allied with simply blistering performance.

AGAINST

Modified cars are not always to everyone's taste. It might be wise to check with your insurance company before any such purchase. Oh, and it's already sold...

VERDICT

An incredible machine with superb performance. Built and maintained to a very high standard, it is arguably the best non-turbo 993 we've driven.

VALUE AT A GLANCE

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



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£995 P1216/029

Porsche Cayman exhaust

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£100 P1216/039

Porsche Cayenne 958 18" wheels/tyres

New condition 18" 958 Sport wheels, and virtually new tyres. Tel: 07881 335483. Email: jclewisping@yahoo.co.uk (Glamorgan).

£390 P1216/040



Genuine 944 removable tow bar

Genuine original accessory 944 tow bar with removable swan neck tow ball, complete with original bag, all parts present. I know, not your standard item but will no doubt prove useful to someone as it did me! Tel: 07747 630611. Email: flinthamm@gmail.com (Suffolk).

£95 P1216/61

PARTS



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 P1216/060

Cayman 2.9 GenII OE exhaust system

Porsche Cayman 2.9 GenII OE exhaust system with round sport tips, system in excellent condition, car having covered only 19K miles when replaced with new Remus sports system, buyer to collect. Tel: 07815 187533. Email: terrygeorge458@btinternet.com (Powys).

£300 ono P1216/041



Porsche 997 Gen 1 C2S exhaust boxes

Porsche 997 Gen 1 Carrera C2S main exhaust mufflers/back boxes, have only done circa 3K miles, these items are genuine Porsche parts, they were removed from my car after 3K miles, they were professionally removed by Zentrum Porsche and have been dry stored by myself since then, would accept £200 for both boxes, this would be collection only or you arrange courier pack and collect. Tel: 07803 122312. Email: andrewjsmith911@gmail.com (Derbyshire).

£200 P1216/019

PARTS



Complete Becker stereo upgrade bundle

All parts are brand new and unused, bundle includes the following: Becker/Porsche radio cassette player CR21 (new old stock), storage case for removable front face, original handbook, code card / decal, Alpine SXE-4625S 6x4 speakers, Hirschmann HIT AUTA 60 EL antenna, installation frame, radio removal tools, aux audio cable, power cable connection, price does not include postage/delivery. Tel: 07854 685516. Email: t.hartney@btinternet.com (Herts).

£260 P1216/016



Porsche 924/944 garage clearout

New Porsche 924 / 944 dashboard overlay, £125; Porsche 944S2 or Turbo front splitter, £85; Porsche 968 sills made for 944, £150; Porsche 944S2 Turbo front badge panel OE, £90, for any queries or other images please contact me, I have other bits lying around. Tel: 07966 499870. Email: dewain1@hotmail.co.uk (Staffs).

£200 P1216/059

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).

£1200 P1216/042

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P1216/043

Porsche script seats: 911/924/944/928

Porsche script front seats, black cloth centres, black vinyl bolsters/back, in very good overall condition, driver's seat has one small cut in the vinyl back (1.5 inches), passenger seat has one small cig burn in bolster, both easy repairs (or replace with leather?), getting harder to source, especially in this good condition. In my VW Camper, will be removed shortly, please email for pics. Tel: 07743 806557. Email: slim_shardy@btinternet.com (Suffolk).

£750 P1216/044

MISCELLANEOUS

Porsche Boxster S car cover

I have a Classic Additions car cover for sale to fit a 986 Boxster S, it is only 1 year old approx which includes the piping/Porsche logo and a separate inner cover that protects the hood fabric from any fluff that might get generated by the soft fleece inner of the fabric, cost new £285, will accept £180 plus post cost. Tel: 07803 122312. Email: andrewjsmith911@gmail.com (Derbyshire).

£180 P1216/045

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TRIED & TESTED

With 911 & Porsche World's Features Editor, Keith Seume

996 TURBO TIPTRONIC S 2002 59,630 MILES £39,995

We're almost tempted to keep this one a secret in the vain hope that our numbers will come up on the lottery and we can bag it for ourselves. After all, this car would have cost the original owner close to £100K when new and can whisk you to around 190mph in mere seconds, yet will feel perfectly at ease in heavy city traffic, thanks to the Tiptronic transmission.

The car in question is on offer at Saltash, Cornwall, based Williams-Crawford. It's a 2002 model and benefits from an impressive service history dating back to day one, with the latest full service taking place at 56,000 miles, or just over 3000 miles ago, although it will pass through the workshops prior to sale.

While there will always be those who turn up their noses at the very idea of a Tiptronic transmission on a Turbo, our suggestion is not to knock it until you've tried it. In fact many specialists will tell you that the market remains pretty equally divided on the benefits, or otherwise, of manual or Tiptronic gearboxes. But whatever your preference, with 420bhp and 413lb ft of torque available, there is no way this is ever going to feel like anything other than a supercar, Tip or no Tip.

The 996 range as a whole has had some bad press over the years thanks largely to the long-running saga of the M96 engine and its many foibles. But remember Turbos, as is well documented, don't suffer from the same recurring problems, being fitted with what is often referred to as the 'Mezger' engine – a 3.6-litre direct descendant of the original air-cooled flat-six and generally regarded as being as close to bulletproof as you can get. As for the overall build quality – an area where early 996s and Boxsters let the side down – the moment you immerse yourself in the sumptuous Metropolis blue leather-trimmed interior, you'll wonder what all the fuss was about.

The 996 Turbo has a stylishly brutal look about it – the deeper front airdam and rear valance, allied to the intakes set high into each rear wing, give this model a far more aggressive appearance than its lower-powered siblings without being as 'in your face' as the contemporary GT2. It's (almost inevitably, one might say) finished in silver and arguably looks all the better for it – the metallic hue certainly flatters the 996's lines.

There is not a blemish to be seen – and I looked pretty hard – so whoever's enjoyed this car over the last 14 years has clearly looked after it. Mind you, those rear parking sensors have undoubtedly helped there.

But no matter how appealing this, or any, Porsche might look standing in the late summer sunshine, there's only one question that really needs to be answered: what's it like out on the road?

When pushed hard, the 996 doesn't feel quite as well 'planted' as, for example, a well cared for 993 Turbo, with a slightly jiggly feeling on rough surfaces. Road



noise is higher than one might expect, too, but that could simply be down to the fresh set of Continentals all round. But those two observations aside, it's what happens when you plant your right foot that counts. And, boy, does it impress.

It's tempting to leave the five-speed Tiptronic in full auto mode and let Porsche's engineers take over, but you'll get the most out of a Turbo by taking control, using the switch gear on the steering wheel to manually shift ratios. Damn, it's fast – and turbine smooth – yet can be amazingly well-mannered when traffic and speed limits dictate. The perfect all-rounder? Could be.

As for handling, with permanent four-wheel-drive, you'd expect it to be sure-footed. In normal conditions, and on a straight road, only five per cent of the torque is sent to the front, so you'd never know it was an all-wheel driver. But boot it hard out of a damp roundabout and you'll feel the front end grip like glue, while the tail digs in, propelling you to warp speed in the blink of an eye and the howl of a deep exhaust note.

This is a high-spec example, and is one of the finest we've seen. Yes, you can buy early Turbo Tips in the low-£20k range (although such cars are increasingly hard to find), but they'll be high-mileage ones with questionable histories. This one is about as perfect as you'll find, and the price simply reflects the quality.

But look at it this way: you'll be buying a car which, when looked after in the manner to which it's clearly been accustomed, will last a lifetime. It'll see you on those long transcontinental holidays you've always promised yourself – even the occasional track day if you really want to let your hair down. Whatever you do, though, treat it with respect. It may be docile, but it's definitely no pussycat... **PW**



CHECKLIST

BACKGROUND

Well-maintained and well-spec'd example of a rapidly appreciating modern classic. Perfect for crossing continents effortlessly and in style.

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Forge Lane
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Close to Plymouth and its mainline rail connection. Located just off the A38, so an easy trip down the M5 to Exeter and then south on A38 to Plymouth, over the Tamar Bridge and you're almost there!

FOR

A superb example of this well-mannered supercar. With unmarked bodywork and interior, and impeccable history, it's hard to fault.

AGAINST

Tiptronic transmission won't be to everyone's taste and long-term running costs can be high.

VERDICT

What's not to like? Although not the cheapest on the market, it's still a fraction of the price it cost the original owner when new. This is one to drive and enjoy – and enjoy it you will.

VALUE AT A GLANCE

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

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MISCELLANEOUS



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Covercraft Noah all weather car cover
 Fits Boxster 986/987/981, very good condition, just a little grubby around the edges, £100 includes storage bag, security wire and padlock. Tel: 07977 132969. Email: chriswaghorn@btinternet.com (Staffs).
£100 P1216/028

Porsche 959 official factory technical report 1986
 Excellent condition, extremely rare, 24 pages with superb illustrations, German text, factory publication code WVK 104 710, an essential addition for the serious collector/owner, p+p free, will be carefully packaged and sent Royal Mail recorded signature, £150 secures. Tel: 07470 447017. Email: michaelocallaghan12345@hotmail.com.
£150 P1216/046

WANTED

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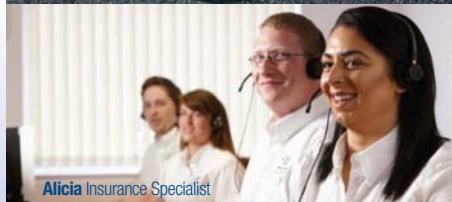
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TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by



DECEMBER 2000 (ISSUE 81)

The best £5000 Porsche you've never heard of! That's how we described the Porsche 914 on the front cover of the December 2000 issue. And to back up the claim, we made sure you absolutely had now heard of the 914, with a full 12-page Buyers' guide, extolling its mid-engined virtues. Naturally 914 enthusiast and then owner, Keith Seume, filled the pages, while Editor, Chris Horton, took one for a spin, and decided it wasn't for him. A lively debate ensued, with Keith questioning Mr Horton's credentials and taste because he owned a Rover P6! Actually, such lively debate is still very much the cornerstone of *911 & PW* – no not Chris's Rover P6 – in the form of our regular team get together to champion, or defend, our chosen Porsches, whether our own, or in group tests like 'Your first Porsche.'

Also on the cover was a rather dramatic picture of a 996 Turbo, with its brakes glowing red-hot, as we flagged up the 'First test of Porsche's revolutionary new braking system.' Can it really be 16-years since the launch of Porsche's Ceramic Composite Brakes (PCCB)? It can. And Porsche certainly made a big deal of the whole thing, flying journalists out to Pirelli's test track and setting up various back-to-back braking tests between 996 Turbos equipped with cast iron discs and PCCBs. Of course the PCCB equipped Turbos lived up to Porsche's promise of significantly improved braking for rather less effort too, although we baulked slightly at the option price of £7000.

Elsewhere in the issue, we reflected further on Porsche's shock revelation to build a mid-engined supercar in the form of the Carrera GT. The GT was, of



course, born of the remains of Porsche's cancelled Le Mans programme to replace the GT1. The challenge, Porsche said, was to build a racing car suitable for everyday use. Well, they sort of succeeded, but that clutch is still a bugger on the road!

As ever there were some bargains in the classifieds. Autofarm was knocking out a 2.7 RS Touring for £49,000 and a 964 RS Clubsport in Maritime Blue for £32,000. RS guru, Mark Waring, had for sale 'The best original RHD '73 RS in the world' at £65,000.

DECEMBER 2007 (ISSUE 165)

A mouth watering selection of Porkers on the cover of the December 2007 issue and all belonging to one Belgian *911 & PW* subscriber who wanted to remain anonymous. Fair enough, we were just happy to get an invite to the small Abbeville track in Northern France for this gathering, which is just a short one-hour hop from Calais.

Nine years on and we're still making regular trips to Abbeville and our mystery subscriber isn't quite so much of a mystery, although he's no attention seeker either. Regular readers will know of him as Porscheophile and collector, Johan Dirickx. Johan's Porsche collection is ever expanding, but unlike many he's not afraid to use his cars and he is an exponent of the art of sideways driving. Want to see a few million pounds worth of ultra-rare Porsches, with their rear tyres on fire? Johan is your man. Indeed, as you can see in this issue, he's set up his own drift school. Admittedly not with some Porsche exotica, but a trio of 944s. Still good fun though.

As ever in *911 & PW* there was plenty of room for the columnists to have their say. 'Are Porsches too common?' mused Keith Seume, particularly in relation to their position within the Holy Trinity of Porsche, Ferrari and Lamborghini. Increased production, entry level models, 4x4s all conspired to take the gloss off Porsche's image, reckoned Keith.

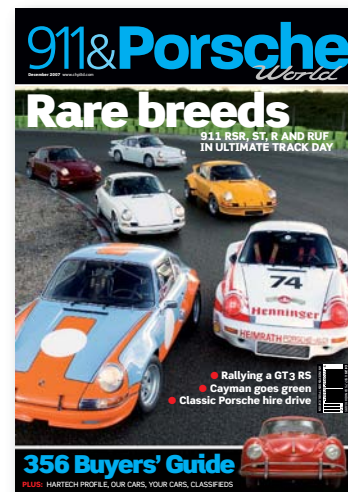
In London the Congestion Charge had just been introduced. Bad news for Porsche owners in the main, but not with a 2.7-litre Boxster or Cayman, which sneaked in at the lower cost of £8 per day. We paid the price and went for a drive in the City.

DECEMBER 2012 (ISSUE 225)

Underrated.' That was the very simple coverline adorning the front of the December 2012 issue, with a collection of varying 911s underneath. The point? To gather together the 911s that we thought deserved more attention and, as such, were flying under the radar in terms of values. Did we get it right? Yes and no.

In terms of air-cooled values, we couldn't have seen the incredible rise in values, but we did argue the case for the 911SC emerging from the shadow of the Carrera 3.2, which has proved spot-on. We bigged up the Targa, too, in varying forms and lo and behold there has been a significant Targa turnaround, but that's more thanks to Porsche for rebooting the classic rollhoop Targa concept. The 911T got a mention, too. In time folk won't care whether it's a T or an E, or even an S. They'll just want it because it's a classic pre '74 Porsche. Correct!

Base models are underrated we said, and they probably still are in terms of the 996 and 997, but not so much the 993 non-Varioram models. Another victory for the crystal ball.



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