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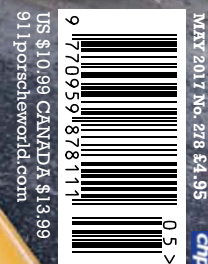
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UP FRONT

When it comes to building the perfect Porsche, surely it's Porsche that knows best? Not when you've been bitten by the modifying bug...

A definite theme to this issue of *911&PW*, that being the art of modifying. Is there a more perilous pursuit, than to take matters into your own hands and start fiddling with your Porsche? After all, what are we saying here? That Porsche, with its years of model development, world class engineers, test drivers, test tracks and vast millions can get it wrong in some way? Well, no, not exactly. It's just human nature, really, and the desire to improve and personalise. It's also something of a drug, too. Modifying gets under your skin. It starts small – an uprated set of dampers here, bigger brakes there and before you know it your local Porsche tuning emporium is on speed dial and you're discussing

“ It's just human nature and the desire to improve and personalise ”

just how much power the standard gearbox can take, and whether a limited-slip diff is going to be the panacea to all your track day woes.

For this modified themed issue, each *911&PW* operative was tasked with finding their ultimate modified Porsche and to gather at our usual Surrey based test track. A fun day was had driving and comparing and arguing the toss. But perhaps even more fun was meeting the diverse bunch of owners whose cars these were. They all had two things in common: they loved Porsches and they were tuning junkies locked in a never ending journey of Porsche improvement. Perfection was just another mod away, to be supplied by those evil pushers in the Porsche tuning industry and perhaps financed from that bank account the wife doesn't know about! And, to be honest, a happier bunch of Porsche enthusiasts I have yet to meet!

STEVE BENNETT
[PORSCHEWORLD@CHPLTD.COM](mailto:porsche.world@chpltd.com)

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Backdated and updated,
this 964-based narrow-bodied
911 is one man's vision made
real - and it's a cracking drive”

Nick Trott - EVO Magazine



Five star review in EVO March edition #232



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ALL THE PORSCHE NEWS AND VIEWS

NEWS

New 991 GT3 launched in Geneva. Will the next GT3 be mid-engined? Panamera Sport Turismo and Panamera Turbo S E-Hybrid. Porsche honour Walter Rohrl at 70. Ruf create new 700bhp 'Yellowbird'

9000RPM MASTERPIECE: THE NEW 911 GT3

Heavily revised GT3 gets a 4.0-litre engine upgrade and a manual gearbox option



Faster, sharper and good for both 200,000 miles and 9000rpm. That's the new and improved 911 GT3. Revealed in all its Guards Red glory at the Geneva motor show, the big news for many is the reintroduction of a manual gearbox option. But it could be the new 4.0-litre engine and its promise of reliable 9000rpm thrills that truly defines the second generation Type-991 911 GT3.

On paper, the new engine looks like a dead ringer for the 4.0-litre flat six fitted to

the previous 911 GT3 RS and 911 R models. It delivers the same peak power of 500 metric horsepower or 495bhp. It even produces that figure at precisely the same 8250rpm. The new GT3's peak torque of 339lb ft is, again, identical to those first generation 991 RS and R models. However, it revs to fully 9000rpm, just like the 3.8-litre mill in the original 991 GT3. And here's the kicker. You get all those revs and all that power with both the PDK dual-clutch and manual transmission options.

It's that combination of 9000rpm capability and 4.0-litre capacity that hints at what Porsche says is a major departure in engine architecture. Developed directly from the latest motorsport powertrain used in the GT3 RSR, GT3 R and GT3 Cup cars, it brings a range of innovations to the road including an all-new solid valvetrain, more sophisticated active induction, a new crankshaft and ultra-low friction materials.

According to Porsche's Motorsport guru Andreas Preuninger, the aim with the new engine and indeed the car as a whole was

Red cars are always faster, right? Well that's debatable, but Porsche has pulled out all the stops with the gen 2 991 GT3, increasing the engine capacity to 4-litres and power to 495bhp, with revs peaking at 9000rpm. Revised aero means downforce is increased by 20%



to increase efficiency and reduce resistance. You can read Preuninger's detailed overview of the engine overleaf, but the overall impact is a top speed of 197mph and the dash to 62mph in 3.4 seconds. Those figures are for the PDK-equipped GT3. With the manual 'box, Porsche reckons 3.9 seconds are required to hit 62mph. DIY shifters do at least get an additional 1mph of top end thanks to the marginally lower frictional losses of the manual transmission.

Speaking of the long awaited return of

the manual gearbox, it's available as a no-cost option. Or should that be the other way round and it's the PDK dual-clutch option you can have for free? Whatever, as expected the manual 'box is lifted directly from the ultra-rare 911 R. It's precisely the same transmission with identical ratios. That means significantly shorter intermediate gearing than the CO2-friendly setup applied to Porsche's mainstream Carrera and 718 manual transmissions.

If that's an overview of the drivetrain, what else is new? Over to Preuninger:

"We tried to get internal resistance out of the car, out of the dampers, out of the bushings, out of the gearbox, out of the engine," he explains.

The most obvious example of this efficiency drive is the aero package built around a new underbody solution that includes a rear diffuser like that first seen on the 911 R. Preuninger reckons downforce is up by around 20 per cent and now matches the second generation 997 GT3 RS with over 150kg of total downforce at top speed. Cleverly, this comes with no

additional drag compared to the first generation 991 GT3.

Another development that hints at the attention Porsche's Motorsport division has paid to the detail of the new car involves the brakes. Ostensibly, both the steel and ceramic options seem little changed. But revisions to the caliper design ensure the pads lift clear of the discs after brake applications, reducing friction and increasing efficiency and performance.

Porsche has also worked with Dunlop and Michelin, both of whom have created new tyres specifically for the GT3. According to Preuninger, there's a small increase in dry grip. But the big gains have been all-weather performance and durability. "With these tyres, the GT3 is ready for daily use. You can drive in the wet. You can drive when it's colder than 20 degrees," he says.

Overall, then, it's hard to argue that Preuninger and his team haven't delivered on just about every demand made by the enthusiast community with the new GT3. Bring back the manual 'box, they said. And so they did. Give us our 500hp 4.0-litre cake and let us eat all 9000rpm. Well, here it is. And we can't wait to try it. As for the sordid matter of money, the GT3 hits the price lists at £111,802 precisely and is at least notionally available to order now from your local Porsche Centre – assuming you're already on the right list, that is. But that's a story for another day.

It's the stuff you can't see that makes the GT3 interesting and a masterpiece of detail refinement over the gen 1 991 GT3. Porsche has worked hard to reduce resistance from the dampers, bushes and even the brake calipers. Dunlop and Michelin have developed new tyres that work over a broader range of temperatures, too



IT'S ALL ABOUT THE ENGINE

Porsche's 500bhp motorsport-derived masterpiece



At launch, the new GT3's defining feature is the return of the manual gearbox. But posterity may eventually judge that its greatest contribution to Porsche's GT lore is something along the lines of '9000rpm done right'.

The first generation 991 GT3 accrued a less than stellar reputation for the reliability of its 3.8-litre engine. The 9000rpm experience was spectacular. But reports of failures from owners, especially under extreme track-related duress, begged the question of whether 9000rpm could really be reliable in the road car. The answer, according to Porsche, is the new GT3's 4.0-litre engine.

It's built on precisely the same engine architecture as Porsche's latest 911 race cars. It is, says Porsche, a true motorsport engine. And it was, according to Motorsport boss Andreas Preuninger, the main focus of the new car.

"We have a bigger crankshaft, it's stiffer and sturdier. It's drilled, too, and feeds oil directly to the conrod bearings. So, we can reduce the oil pressure, which means less internal resistance, better cooling and better lubrication. That's important for a race car that has to rev to a lot more than 9000 – maybe to five digits. And it can't hurt for the road," Preuninger explains.

The new engine also has new pistons, piston rings and a super-slippery bore liner material, all of which reduce internal resistance. Then there's a new 'dual-flapper' active induction system that dramatically increases low and mid-range torque and makes the new GT3 very snappy at low revs. "Even at 2000rpm it goes," says Preuninger, "it's unbelievable, the range of operation and the bite the new engine has."

But arguably the biggest change is the new valvetrain, an aspect of the old 3.8-litre engine that was implicated in engine failures and saw multiple revisions in the quest for

reliability. "The new engine still has the finger followers, but we threw out the hydraulic valve adjusters. It has a rigid valve train like in a race car engine."

The downside to a rigid valvetrain is normally the need for regular adjustment, which in a 911 would mean removing the engine. But thanks to what Preuninger describes as new materials, that's not the case with the new 4.0-litre engine. "We're absolutely sure it will last 300,000km (186,000 miles) or the lifetime of the engine and you don't have to touch it," he says.

What's more, the resistance of the new valvetrain is 20 per cent lower and allows for a further reduction in oil pressure, all of which adds nearly 10hp to the engine's output. Preuninger reckons it gives the new engine its own voice, too: "The howling mechanical sounds that people love so much from 7500rpm on the gen 1 GT3 now start at 6200 rpm and the mechanical sound of the new valvetrain gives it a distinctive note."

Porsche has worked its magic on the engine, it's just a shame you can't see it! Take it from us, under that plastic shrouding is a 4-litre unit, that revs to 9000rpm and produces, as near as to make no difference, 500bhp. For reliable high-rev performance it has a solid valve train. A new active induction system increases low and mid-range torque. Could this be the engine that puts the ghost of the Mezger engine to rest?

HOW TO SPOT THE NEW GT3

The big changes are under the skin, so by small details shall ye know it

New front bumper with larger, more aggressive air intakes
Signature rear wing is 20mm higher than before and marginally further aft
Optional contrasting pin stripes around the circumference of the road wheels accentuates their large diameter
Twin matte black air scoops over the engine cover create a 'ram' effect that's good for 20hp at speed
Look underneath and you might just spot the new 911 R-derived rear diffuser
Detailing has 'hints of RS' courtesy of black accents on the rear wing end plates, door mirrors, sills and engine cover



GT4 356 956 986 GT1 987
 911 912 996 987 914 GT2
 GT3 RSR 933 935
 930 935 959
 930 RSR 968 GT3R 993 RSR 935
 986 991 956 RSR 906
 993 956 930 996 944 GT4 356 997
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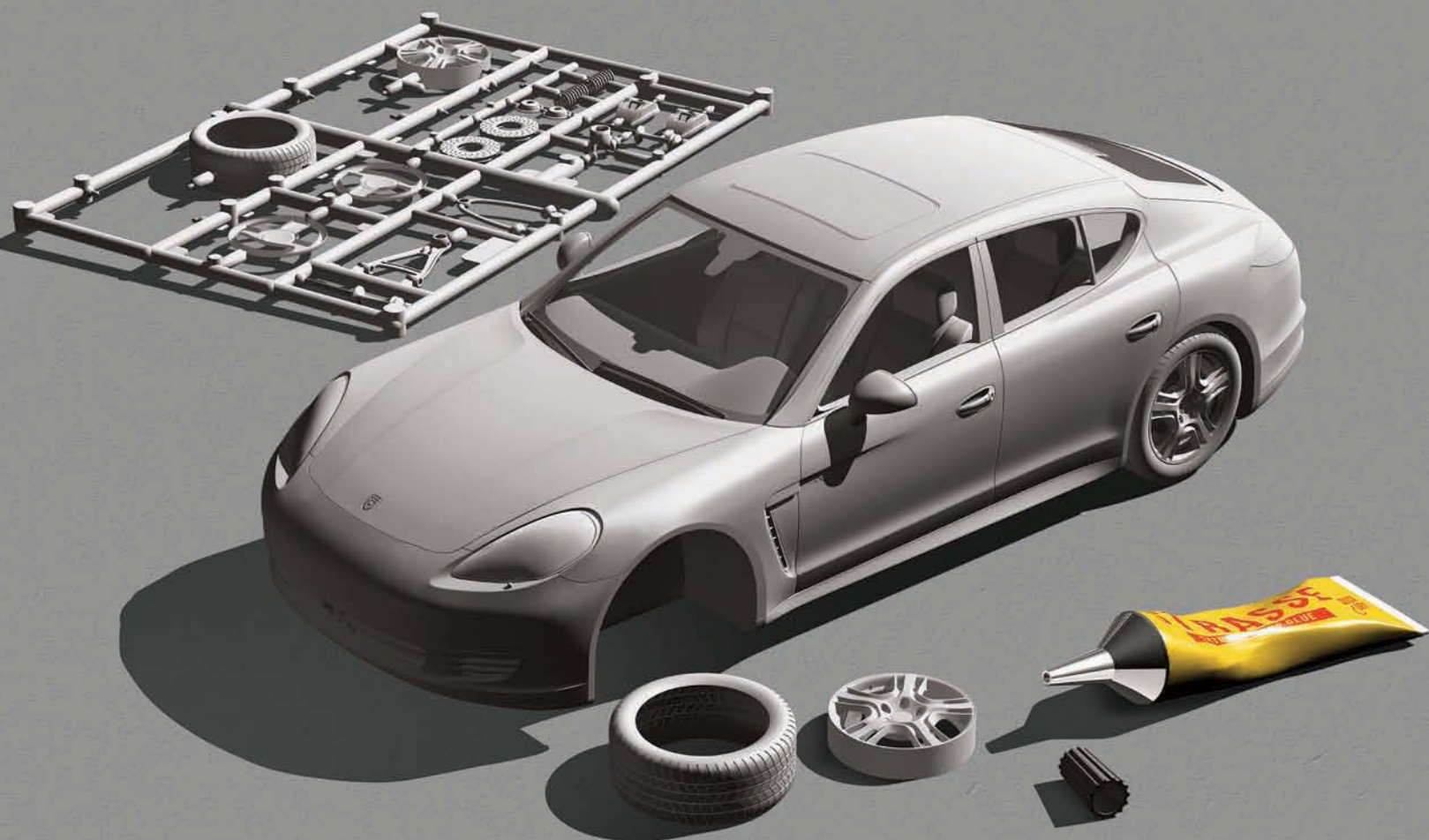
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FROM CONCEPT TO REALITY: THE NEW PANAMERA SPORT TURISMO

The surprise, perhaps, is that it's taken this long, but the Panamera Sport Turismo, first previewed at the Paris show in 2012, is a welcome addition to the super-saloon range

Porsche first revealed the estate-cum-shooting-brake Sport Turismo concept at the Paris motor show in 2012. It instantly made the first generation Panamera look ancient and inelegant and a production version seemed a nailed-on certainty.

Five years later and the show car has become reality. More or less. The new Sport Turismo is the latest addition to the second generation Panamera family and arrives with a full range of engine options that mirror most of the existing saloon models. It all kicks off with the Panamera Sport Turismo 4, followed by the 4S, the 4S Diesel, the 4 E-Hybrid and finally the Turbo. Power outputs are the same as the equivalent saloon. In other words, everything from 330bhp and more than adequate performance right through to 550bhp and absolutely outrageous.

The latest Panamera saloon, of course, already took its styling cues from that stunning 2012 concept. The new Sport Turismo builds on that look and is essentially identical to the saloon from the tip of its front bumper to the B-pillar. From there the is unique.

Its pronounced shoulder line sits beneath an elongated glass house and equally long roof contour. At the rear, the roof drops away much less dramatically than the window line, resulting in a prominent and distinctive D-pillar which transitions into the shoulder section in a coupé-like fashion.

The roof line also feeds into the Turismo's unique active rear spoiler, which can assume three different positions depending on the driving situation and selected vehicle settings. At maximum attack, it generates an additional downforce of 50kg on the rear axle. A special mode reduces wind and buffeting, too, when the panoramic sliding roof is open.

Inside, the new Sport Turismo gets the same stunning dash and multimedia features as the saloon, including Porsche Advanced Cockpit. However, in the rear, it's the first Panamera to offer three seats, with the two outside seats retaining individual profiles for comfort and support, while the centre seat is a more conventional bench. Porsche says the raised roof line of the Sport Turismo also makes entry and exit easier for rear passengers.

What's more, beneath the robotised rear tailgate is fully 520 litres of storage (425 in the Hybrid model thanks to the intrusion of the lithium battery pack). Fold the rear seats down and those figures leap to 1390 and 1295 litres, respectively. An optional luggage management pack includes floor rails, lashing points and a net to separate the luggage compartment.

As for pricing, the entry-level Panamera 4 Sport Turismo kicks off at £73,071, which is around £2000 more than its saloon sibling. The rest of the Sport Turismo range commands a similar premium of around £2000 to £4000 over equivalent saloon models. We look forward to a drive soon.

When Porsche previewed the Sport Turismo concept fully five years ago, it was a 'wow' moment. Now it's here and the effect is much the same. It is a genuinely great looking car in a way that the original Panamera never managed





The Panamera Sports Turismo gets a genuinely useful load capacity area of 520-litres and well over double that figure with the rear seats down





FUTURE MISSION E OWNERS WILL 'DOWNLOAD' MORE POWER

The self-driving Porsche approaches

As the launch of Porsche's first pure-electric car in 2019 approaches, the company is beginning to reveal more details of the Mission E. At the Geneva motor show, Porsche supremo Oliver Blume told attendees that Mission E would slot in below the Panamera in Porsche's product hierarchy, will be sold in multiple formats and will be capable of near fully autonomous driving and even 'downloading' more power over the internet.

"Mission E will offer a 300-mile range with a 15-minute charge time," Blume said, "and there will be more than one model, with different levels of power." One of the more intriguing notions suggested by Blume involves over-the-air updates. "It isn't decided yet, but it could be possible to charge up with more power. For example, when you have 400bhp, it could be possible to upgrade to 450bhp," Blume explained. In other words, you might be able to buy a Mission E with 400hp and then 'download' additional power. For this to work, the

capability will have to be built into the car from day one.

In some ways, it's not hugely dissimilar from unlocking additional power from a modern turbo engine via a remap. That could be done over the internet if manufacturers so wished. Likewise, 'unlocking' features electronically is a standard practice in the tech world. On the other hand, more traditional car buyers may balk at the notion of paying extra for a capability that's already built into the car.

The other major innovation with the Mission E will be autonomous driving. Blume confirmed it will be capable of so-called 'Level 4' autonomous operation. That's just one level down from complete automation and means a car that can drive itself in all but the most challenging environments, such as severe weather. However, Blume emphasised that Mission E will still offer human-driven thrills. "Our customers take pleasure from driving and this will remain," he said.

Porsche continues to drip-feed exciting snippets re the Mission E, which will be launched in 2019. Expect downloadable power options and 'Level 4' autonomous driving potential

OUR TAKE



A NEW HERESY: THE MID-ENGINE 911

The bold new GT3 is here and the great PDK versus manual debate is now moot. You can now have whichever gearbox you prefer with your 9000rpm larks.

Of course, it would be no fun if we Porsche addicts didn't have something to argue about. Sure enough, Porsche has come up with the next battle ground – mid-engine versus rear-engine. No sooner were the wraps pulled off the red-hot new GT3 and the discussion turned to what was next and the unavoidable observation that Porsche's latest 911 RSR racer had gone mid-engined, so why not the road car?

This isn't the first time the notion has been raised. In fact, Porsche batted this very question off within days of revealing the RSR's mid-engined underpinnings, declaring no plans for a mid-engined 911 road car.

However, at the Geneva show the question popped up again and this time Porsche's tune changed to, "don't rule it out in the mid-term." By our reckoning that means it's under serious evaluation for the next family of GT cars being developed on the upcoming Type-992 platform, the first 911 derivatives of which are due for model year 2019. If so, you can probably expect some kind of mid-engine 911 in 2020. Cue perhaps the greatest bunfight in Porsche history.

HOW NOT TO PLAY VIDEO GAMES IN YOUR PORSCHE

A computer software engineer in the US has discovered how to play video games on a Porsche 911 and even control the game using the steering wheel while driving. That's what was recently reported by multiple major news organisations, including the specialist tech media. Must be true, right?

Nope. In fact, it was a brilliantly executed ruse by a YouTube user known simply as Vexal. He played on a combination of plausible assumptions about modern technology and a superficially amateurish presentation style which obscured some clever video editing and special effects to create what seemed even to experts who should have known better to be a real guide to loading up the classic PC game 'Doom' on the latest 991.2 911 Carrera.

In the video, Vexal explains how cars now use a common global computing standard which allows access to a special debug mode via the built-in USB port. Once accessed, the user can use the car's CD drive to load the game. What's more, because cars are tested in simulators before being released to customers, all the controls appear as input devices to the car's computer. And thus, you can use the steering wheel, pedals and horn to control a game.

Not a single word of that is true. But delivered in a deadpan style alongside a cleverly edited video, it was enough to fool the internet. You can watch the video for yourself here: <http://bit.ly/2l2OByJ>. But remember, everything about it from the geeky presentation style to what is actually happening on screen is one big joke. And a very funny one, too.





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PORSCHE UNLEASHES NEAR-700HP HYBRID PANAMERA

The future now? One day it's very likely that all Porsches will be like this...



Prepare to re-calibrate your expectations of hybrid motoring. Porsche has released by far its most powerful truly mass produced hybrid yet, the 680 metric horsepower Panamera Turbo S E-Hybrid. That's 671 of Her Majesty's finest bhp.

In really simple terms, the new model is an existing 550hp Panamera Turbo with 130-odd horsepower of lithium-powered electrification chucked at it. What's unusual for a hybrid car is that the total system power available to the driver is very nearly the combined total of the two power sources. More often than not with hybrid cars, peak power from both units is not fully available in parallel.

The upshot is a luxury saloon that explodes from rest to 62mph in a mere 3.4 seconds (yup, that's the same as the newly

updated GT3) and steams on to 192mph, a figure which is likely electronically limited. Given the huge power output, well over 200mph would surely be available otherwise. Of course, as with other high performance cars powered at least in part by electrification, the headline figures are only part of the picture. Porsche says torque of around 625lb ft is available from essentially idle speeds.

What's more, the plug-in rechargeable 14.1kWh lithium battery pack also enables both 31 miles of range in pure electric mode and a faintly ludicrous 97.4mpg on the admittedly unrealistic NEDC combined cycle.

If you are wondering who really needs a near-700hp saloon, the answer is that the new Panamera Turbo S E-Hybrid is perhaps a response to the headline-grabbing Tesla Model S and eye-popping zero-to-60mph in under three seconds it

delivers in so-called 'ludicrous' mode.

The Panamera Turbo S E-Hybrid may also be prescient when it comes to future Porsches in general. Just as it tops the Panamera family as the performance king, so other Porsche model ranges including the 911 and 718 sports cars may be capped off with an ultra-high performance hybrid model.

In other words, while other brands use hybridisation largely as a route to lower emissions, Porsche will use it to unlock performance that simply wouldn't be possible with conventional powertrains. Of course, given that Porsche used the stunning 918 Spyder to showcase just that eventuality, maybe we shouldn't be surprised by this monstrous Panamera after all. Either way, the new Panamera Turbo S E-Hybrid is available to order now from £137,140.

Panamera Turbo S E-Hybrid: It's all about the numbers. Nearly 700bhp, when the electric motor kicks in to support the twin-turbo V8. 97.4mpg and a 31-mile range on electric power only. Oh, and an electronically limited 192mph and 0-60mph in under 3 secs in Tesla baiting 'ludicrous' mode



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PORSCHE CELEBRATES RÖHRL'S 70TH

Silky smooth driving at 70

It's called 'Genius on Wheels' and it's an exhibition at the Porsche Museum in Stuttgart to celebrate the life and time of one Walter Röhrl. Yes, it's the rally legend and latterly Porsche brand ambassador.

The Museum is displaying numerous vehicles driven by the World Rally Championship winner as he established and cemented his reputation as the best and most versatile racer of his time in the world. Unsurprisingly, the exhibition majors on Röhrl's collaboration with Porsche over the years. In fact, Röhrl has been a brand ambassador and test driver for Porsche for over 20 years.

Indeed, the first car he owned was a Porsche 356 B Coupé with 75bhp. He bought the car without an engine, saving every penny he could. Even as a factory driver with Ford, Opel, Fiat, Lancia and Audi, Röhrl cultivated his relationship with Porsche, including through rally drives in his own 911. Porsche secured the services of Röhrl – already a two-time World Endurance Championship winner – as a factory driver in 1981. Röhrl initially started in the German Rally Championship and drove a 911 at Rallye San Remo in the World Rally Championship.

Lest you have forgotten, Walter Röhrl is one of only a few drivers in motorsport history

to have won world championship races in both rally driving and motor racing. He also triumphed in every class and series – be it TransAm, IMSA, hillclimbing (Pikes Peak)

or the German Touring Car Championship. And as anyone who has been in a car with Röhrl recently, his driving skills are a silky as ever at the age of 70.



Walter at 70 and to honour his birthday, Porsche is laying on a special exhibition at the Porsche Museum in Stuttgart

RUF REBOOTS ICONIC YELLOWBIRD

Do not adjust your spectacles, iPad or other viewing device. This does indeed look exactly like a modified air-cooled 911, perhaps something originally of the 964 persuasion. But it's nothing of the sort. It's a ground-up brand new car with a carbon-fibre tub and aluminium front and rear subframes. It's the new RUF CTR and it's not only absolutely mind boggling, it's not even air cooled.

Stylistically, it is of course inspired by RUF's most iconic model. Yes, the original CTR of 1987, otherwise known as the 'Yellowbird'. That car was the subject of one the first motoring-based viral videos, 'Faszination at the Nürburgring', in which tasseled-loafer-wearing test driver Stefan Roser circulates the 'Ring at implausible speeds and even more implausible slip angles. Arguably, there's never been anything quite like it since.

But what of the new car? It's powered by a relatively modern 3.6-litre 911 Turbo engine. It's Mezger based, but watercooled and twin turbocharged for a grand total of 700hp. Oh, and there's also the minor matter of 649lb ft of torque. Combine that with a dry weight of 1200kg and the result should be fairly nippy, even by RUF's standards.

What's more, thanks to the entirely bespoke architecture that just happens to look exactly like an air-cooled 911, the chassis is super sophisticated. There are double wishbones at each corner with race-style pushrod coilovers.

"The concept for the 2017 CTR is one that I have had in my head for a very long time," said Alois Ruf, President and owner of RUF Automobile GmbH. "We have been waiting for the right point in our history to build our own car and the 30th anniversary of the CTR 'Yellow Bird' is that moment."

Further details of this staggering machine include forged 19-inch centre-lock wheels and an integrated roll cage. For the first examples of the new CTR, power is fed to the rear wheels via a six-speed manual transmission. "We began development on the new CTR five years ago with the goal of creating a thrilling, analog driving experience that combines an amazing power-to-weight ratio, manual transmission and modern racing technology," said Estonia Ruf.

As for performance numbers, RUF says it's good for 62mph in under 3.5 seconds, 125mph in under nine seconds and 225mph all out. The CTR will not, of course, come cheap. The base price in Germany before taxes is €750,000 and just 30 will be made. RUF has confirmed that the new CTR will itself hit the 'Ring with the aim of proving that it's even faster than the 1987 original.



Left: Wow, someone's been busy with the Alcantara! Below: RUF Yellowbird 2017 style. What appears as if it may be a 911 of the 964 variety is actually a carbon-fibre tub and body, with aluminium front and rear subframes. The engine is 3.6-litre Mezger twin-turbo derived and produces 700hp



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The tempting trinkets that enhance Porsche ownership

RACE RIMS

Add lightness they say. But at what cost, you cry in reply. The problem is that adding lightness properly tends to be pricey. But not, it seems, when it comes to Wolfrace's new Pro-Lite wheels. Available in sizes to suit the 924 in particular, prices kick off at just £90 a corner. Even the most expensive 18-inch option is yours for a mere £135. For that you get what Wolfrace describes as the result of an exhaustive design and development process, namely a wheel that is both strong and light. The smallest 15-inch option tips the scales at just 7.1kg and yet is said to be robust enough for circuit use. A wide range of five-stud solutions with various offsets and PCDs are available off the shelf, but Wolfrace can also create one-off wheels with bespoke specifications to order. To find out more, head for www.wolfrace.com.



'ELECTROCOOLER' A/C PREVIEWED

We've managed to show a few sneak preview pics of Classic Retrofit's new 'Electrocooler' electric air con kit, but nothing in this detail as we can now reveal the finalised package.

This is how it all works: The compressor module (front centre in the picture) goes in the smuggler's box on a LHD 911. On a RHD car, the compressor is mounted adjacent to the battery. The condenser goes under the front wing, in place of the oversized windscreen washer reservoir. The blower unit (top right) contains a modern fan and evaporator. All original non A/C vents will now blow A/C air. The complete kit weighs a shade over 16kgs, but factor in the addition of a smaller water bottle, and removal of the original fresh air blower, and installing Classic Retrofit's A/C kit to a 911 originally supplied without factory A/C adds less than 7kgs to overall weight.

For a car originally fitted with factory A/C, converting to the Classic kit saves 18kg, largely helped by removing the bulky, heavy compressor from the rear. More details and prices when we get them.



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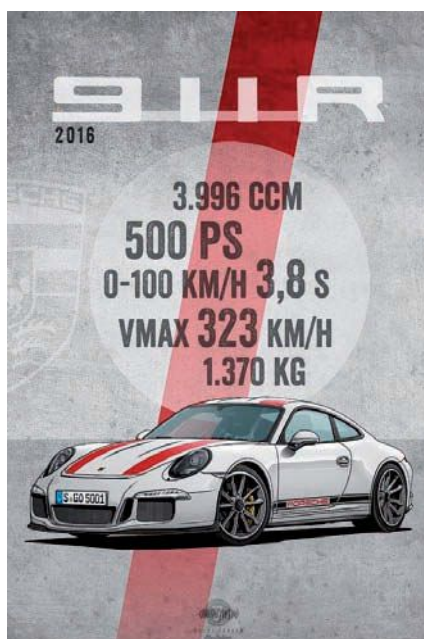
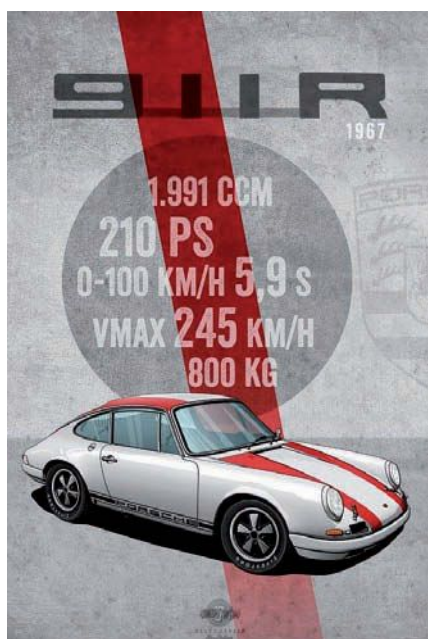
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NOT-SO-TINY TARGA

Forget your dime-a-dozen, poverty-spec, 1:43-scale Porsches. This Targa ain't so tiny. In fact, it's a full 1:18 beast created by the purveyors of precision scale-model Porsches at Spark. The high-quality resin construction captures the latest second-generation 911 Targa 4S in Design Edition trim courtesy of Porsche Exclusive and complete with bodywork in the unusual Etna Blue colour option. Just like the real full-scale deal, this model is also limited to 500 units and individually numbered for posterity. You also get both a natty display plinth with Perspex cover and a box that's branded up by Porsche Exclusive and colour coded to the car itself. Nice. Pricing clocks in at €229.95 or £200, from www.selectionrs.com.

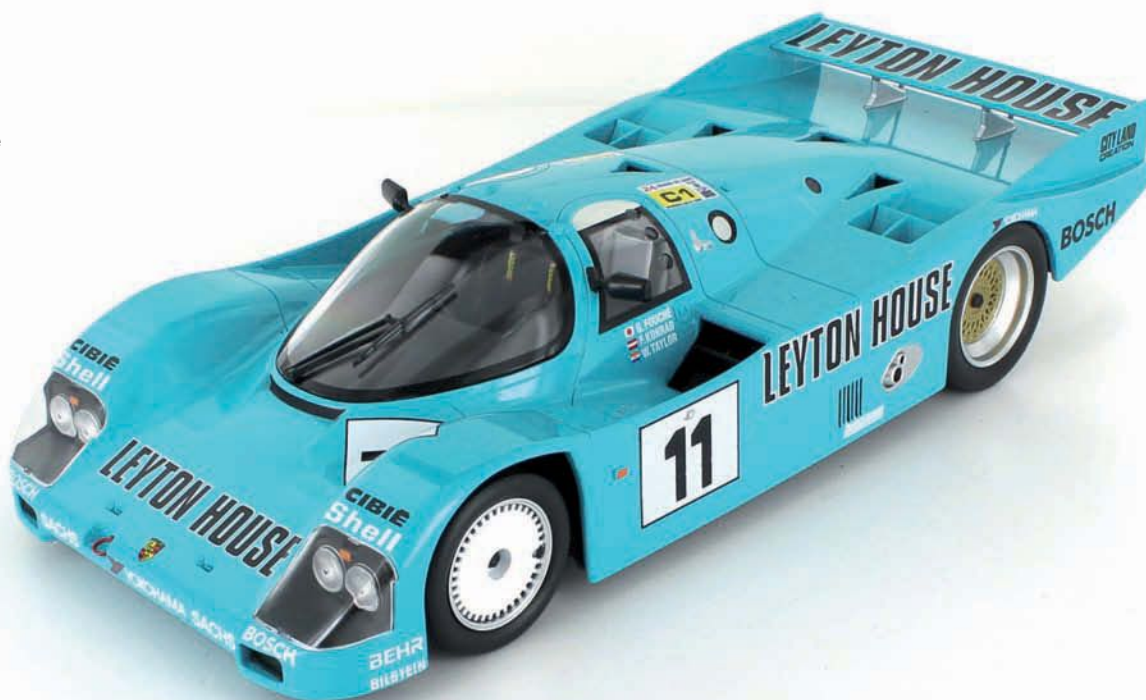


ANCIENT AND MODERN

Original or remastered? Analogue or digital? Questions for the ages and captured with almost pathological precision by the 911 R of 1967 and its modern namesake. OK, the new age R has a manual gearbox and passive suspension. But what with its computer-controlled ignition, digital throttle linkage and active rear-wheel steering system, it's not exactly all valves and oily bits. Hell, its steering system has software mapping to generate feedback. Happily, however, you don't have to make the choice thanks to this pair of awfully pretty posters. You can have one of each featuring reproductions of drawings by renowned artist Helge Jepsen and sporting premium print quality via the aluminium dibond plate method. Sized 40cm by 60cm, they're yours for €59.95 a pop or roughly £55 in old money from www.selectionrs.com.

FAST FOUCHÉ'S LE MANS FLIER

Behold the Fouché-Konrad-Taylor Kremer Racing/Leyton House Porsche 962 C. As we need scarcely remind you, this turquoise track machine notched up 4th position overall in the 1987 24 Hours of Le Mans. Doing the piloting duties were George Fouché, Franz Konrad and Wayne Taylor. Two of the trio – Taylor and 'fast' Fouché as he is known – were of South African extraction and Konrad hailed from Austria, so it was a cosmopolitan collection of drivers. But all three plied their trade in what was arguably a more glamorous era. Fouché alone competed at Le Mans 14 times, including a final DNF result alongside one T. Needell. He also spent several years in sports car racing in Japan and even raced in South Africa's F1 Powerboat series. You can pick up this slice of 1:18th scale esoterica, one of just 1000 copies, from www.racingmodels.com for £62.



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HIS AND HERS

Enter Porsche's his-and-hers jackets from its RS 2.7 collection. The broad theme, you won't be surprised to learn, is the iconic 1973 911 2.7 RS. And the visual vibe is pleasingly restrained thanks to a low-contrast Porsche logo up front and minimalist 2.7 RS accoutrements on both sleeve shoulders. The same goes for the under-the-radar colour scheme comprising grey for the bulk of the polyester material, accented sparingly with Viper Green. The overall ensemble is light weight but warm and probably perfect for those squally spring days spent trawling the pitlane. Both versions are available from www.porsche.com for £150 each.



IF PARTRIDGE DROVE A PORSCHE...

Canary-yellow shirt, horizon-blue stay-creased action slacks, cap, Polaroids, tan string-back driving gloves. It's a look that says, 'I'm in control of my vehicle.' Not our words, but those of none other than comedy legend Alan Partridge. Of course, these official Porsche items may lack a certain string-back slickness, but we reckon The Partridge would still approve. After all, they're fastidiously fashioned from 100 per cent nappa lambskin leather and sport two rows of perforations, front and back. No doubt, they provide the Partridge-prescribed critical bit of extra purchase on the steering wheel. Only made in black and in sizes small, medium and large, they're available online from Porsche's official shop at www.porsche.com for £100 and also via your friendly local Porsche Centre.



TRAVEL IN STYLE

If you're in the market for a branded bag, you may as well make it a Porsche. The new Weekender Limited Edition bag is part of Porsche's Classic collection and just 1356 copies will be made. It's a quality affair and sports a tasteful navy blue and tan colour scheme. The main body of the bag is composed of tough, high-quality cotton with high-end leather details, including the handles, the buckle strap, the ID tag and the zip borders both inside and out. Speaking of the inside, it's fully lined with padded and quilted polyester for that added dash of luxury. You'd expect nothing less from a bag made in Italy to couture standards and coming in at £470 from the official online Porsche shop at www.porsche.com. Your local Porsche Centre will also be more than willing to fit you out with this limited edition luggage.





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LETTERS

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INVESTMENT, ORIGINALITY AND MILEAGE

With the seemingly monumental rise and unabated increase in the value of classic cars, there's a few points that arise from the above title – investment, originality and mileage – and the three are closely linked.

Starting with originality, having read the 'Insisting on originality' story (911&PW, The Usual Suspects, April '17), I think a point may have been missed. I'm firmly in the camp of improving a classic in terms of reliability/durability, for example, but 'improving' the driving experience is subjective. While I appreciate potential improvement, I think the definition of 'improving' is personal and can detract from what that marque intended at the time. Do we really want to iron out (or risk ironing out) the imperfections of our classic Porsche to the extent that the character of the car may be lost? I guess that may not be the case for some revisions/updates, but combining more modern technology on several levels may well relieve the car of its true character and are we really expert enough to take on the likes of, say, Porsche

in judging what is best. Detracting from originality can be a dangerous game if we lose what Porsche actually built.

The most frequent discussion around mileage seems to stem from the car being termed a 'garage queen' and not being used as intended, with the usual 'just get out there and use it' mantra being hurled at it and its owner. Limited mileage policies don't help in this respect. Couple that with the bad weather we have in the UK for a good percentage of the time, and perhaps some will choose not to drive their classic as often anyway. And you would have to be very brave to drive, say, an air-cooled 911 on salted winter roads given their value these days.

For some, investment and low-mileage are very much related. Indeed they have become a self-fulfilling prophecy in that it's hard to have one without the other. In that respect, then, it's hard to criticise anyone wanting keep the mileage down on what has now become a capital gain, tax-free investment.

Paul Truckle, via email

GOOD SERVICE

Having had to sell my beloved 964 Cabriolet on the birth of my son some years ago, I was delighted on my retirement to be able to get back into 911 motoring with a 996 C2 Tiptronic Cabriolet. Yes, I know, not the most desirable in the current climate, but I love it. Obviously there's been the usual trials and tribulations, but it's fair to say that it's been a pleasure to drive.

But enough of the history lesson. As well as the Porsche I also bought a property in Spain for my retirement. Back in March I was going to drive the 996 to the apartment and so filled up with fuel the day before setting off. Suddenly, though, the voltmeter plummeted. Now bearing in mind I had ferries booked in advance, the first leaving at 11am the following day, it is fair to say that I was stressed and my wife was in tears!

Luckily my local Porsche specialist is JZM in Kings Langley. I limped in there and told them what had happened and our predicament. The staff were so considerate with our situation. JZM chief, Steve McHale dealt with me personally and was absolutely amazing. He knew immediately it was an alternator fault, sourced one for delivery within half an hour, and top mechanic, Mike Etherington fitted it.

I was back on the road in three hours and home in Mallorca within two days. Amazing staff and amazing service. A big thanks to them all. I know I have been thoroughly spoilt by JZM and only wish they would open a branch in Mallorca.

Andy and Debbie Goding, via email

SELF-DRIVE

In the March issue of 911&PW and 'Porsche's Digital Lab is go' news story, you conclude with the statement: 'a self-driving Porsche is inevitable.' Well, perhaps on SUVs and saloons, but unlikely on 911s, Boxsters and Caymans etc. As Porsche states, it's about the 'Driving experience.'

Its driving aids are limited to cruise control (I never use it), Lane Assist (if you cannot steer your car, you shouldn't have a licence), and Park Assist (or at

least a warning system, with a rear view camera option).

My last two Golfs have had a fully functioning park assist, that will reverse parallel park the car in seconds in a busy street, without inconveniencing other drivers, completely safely and with the bonus of never kerbing my nice alloys.

If Porsche cannot give us such a useful option as the above, what chance a self-driving Porsche, which nobody wants? **Martin Richardson, via email**

POLITICAL COMMENT

You produce the best Porsche magazine. That is why I have subscribed to it for the last 15 years.

I do not subscribe to any political magazines, nor do I have any wish to. You and your minions are constantly going on with snide comments about Trump and Brexit, both of which I believe are very good things. I will give you one month's grace, but if you allow any more political comments, please be assured that I will cancel my subscription immediately. I suggest you remember both Trump and Brexit

have been voted for under democratic systems. Statistically I know all your journalist friends in London may agree with you, but most people in the UK and the USA do not.

Lawrence John, via email

PS. Good to see the Macan getting a review in the March issue. It, too, is the popular choice even if not your first choice.

Steve Bennett replies: I'm keeping my mouth shut!

MACAN FAN

I picked up the March 2017 issue of 911&PW because of its Macan coverage: 'Sales record,' 'Macan with more bang' and 'All around the world.' The latter was a bit too much travelogue than test and slightly biased. The standard Macan interior is perfectly adequate, especially when compared to the opposition. Surely as predominantly a 911 magazine, you should have focused more on the technical and performance options?

Having just retired, I have eventually achieved my ambition of being a Porsche owner, with my Macan Diesel S. I have over the years owned many Audis, BMWs, Mercedes, high-end Saabs and numerous Golf GTIs, but my ambition has always been a Porsche. Yes, I would have preferred a 911 Carrera 4S convertible, but at my age it is difficult to get in one, let alone get out, hence the Macan. It's a great vehicle, looks good, performs well and suits my lifestyle.

It is with all this in mind that I look for a magazine that will have at least a few regular articles and features for upgrading and modifying Macans. After all, as you point out, if it were not for the Panamera, Cayenne and Macan, where would the 911 be?

Richard Payne, via email

Steve Bennett replies: Agreed, there is absolutely nothing wrong with the standard Macan interior. The surprise was that Porsche would spec a standard

interior on a press vehicle. Generally they use press cars to showcase the myriad of options on offer. As for Macan upgrades etc. We would recommend talking to DMS Automotive who have a 315bhp upgrade for the Macan Diesel S (dmsautomotive.com), to TechArt dealers Parr (in the south parr-uk.co.uk) or Tech 9 (in the north tech-9.co.uk) for a wide range of Macan mods.





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THE USUAL SUSPECTS

It's showtime! No, our man's not in training for TV's *Strictly Come Dancing*, instead he quick-stepped down to London to say hello to an old friend at the Historic Motorsport Show and then waltzed (we must stop this) to the Midlands for Race Retro. How do they compare?

BELL'S CLASSIC CUT



Meet one superhero (see opposite page) and two more come along. Derek Bell has one fewer wins at Le Mans than Jacky Ickx but in our opinion he's still a superstar, and rightly so was given the job to cut the ribbon to open the London Classic Car show just over the way from the historic event. Actually it was a joint effort; the organisers also asked Emanuele Pirro – who must rate star status in Italy, and also has five Le Mans in his bag but none with Porsche – to share the honours.

Two shows in the same place on the same day? Yes, confusing but fact. Why didn't they just have one big show? The openings for the historic and classic happenings were in fact staggered, so Jacky



and Derek could have done a double act at both. I suppose there was a reason for this, but don't expect me to know the answer. And it all went smoothly – apart from the fact that Del only just made it through the chaos that was Storm Doris. Remember that?

Jacky and Derek – who shared victories at Le Mans in 1975 (Gulf Mirage), 1981 (Porsche 936) and 1982 (Porsche 956) – did pair up as the dynamic duo in front of both a 936 and 956 on the Ickx tribute stand, which somehow ended up in the classic rather than the racing show. There was a 953 (Paris-Dakar 4WD 964) outside the entrance to the historic show, and just inside the Joest 956 now owned by Mark Sumpter.

Porsches, I can report, were all over the



place in both halls – so was a healthy smattering of Porsche specialists. Phil Hindley was present on his Tech9 stand with a nice collection of sale classics (including a 928), whilst Paul Stephens was showcasing his latest PS Auto recreations. Richard Tuthill showed a pair of early 911s, and Michael Paisley was reintroducing Export 56 after being a bit off the radar for a few years with, amongst others, a Carrera 3 Targa (rare that) and a bent screen 356 in the early stages of restoration.

Ritchie King of Karmann Konnection pulled a smart trick. He took space in the (not too well supported) 'pop up' autojumble to display an early 911 for sale, only to sell it before the first day was done.



PAUL DAVIES
911&PW's roving reporter

Scissors to hand (Emanuele Pirro to background), Derek Bell cuts the tape

Phil Hindley's Tech9 showed classics for sale in London

Paul Stephens makes his own steering wheels for PS Auto Porsches. 'Singer doesn't do that', he says



Ickx/Bell raced Porsche 956 001 at Silverstone Six Hours in May 1982; Paris-Dakar 959 in background

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



ADAM TOWLER



JEREMY LAIRD



STEVE BENNETT



KEITH SEUME



CHRIS HORTON



JOHNNY TIPLER

ENCOUNTER WITH A SUPERHERO

Jacky Ickx looks relaxed as he fields questions on the opening day of Historic Motorsport International in London. A few more wrinkles since we last met but, as always, he's the man in control of the situation. The audience is loving him; as you would a six times Le Mans winner who's also got eight Grand Prix victories, a Paris-Dakar win, and Lord knows what else in his portfolio. Ickx is a superhero.

Last time I spoke with Jacky (Belgium's only superhero, I wonder?) it was 1985. He had just won the 800kms sports car race at the Shah Alam circuit in Malaysia along with Jochen Mass, and it was my job to tell the world. It was to be his final Group C race with the Rothmans Porsche team, and marked his retirement from front-line racing. In recent years he's been a regular at historic meetings, and is still very much part of the Porsche 'family'.

On the stage at the Excel centre, after he's performed the official opening ceremony, Jacky banters with interviewer Henry Hope-Frost. Sometimes you wonder if the Belgian is pulling the leg of the man holding the microphone. When he was young he wanted to be a gardener. Really?

No, he's not going to reveal the name of his

favourite racing car, but he does say his boyhood heroes were Juan Manuel Fangio, Jim Clark and Jackie Stewart. You wonder if Stewart is on the list because of the Scot's campaign for safety in Formula One, and remember Jacky's own protest at the Le Mans standing start in 1969. His stroll over the track and careful fastening of his safety harness meant he was last away. But he recorded his first win in the classic, and the following year there was a rolling start.

The smile on the face betrays that Jacky is proud of his racing record. It's been a privilege to race, he says, but he's quick to add that he's had the support of a lot of talented people. You need a good team and a good car to win. But he says he considers motor racing to be a 'selfish' sport; victory is above all a personal satisfaction.

Suggesting he survived through a particularly hazardous time for the sport, Ickx agrees he's been lucky. He does not want danger to be seen as something special but you do not always have control of your destiny, he says. (No one says it, but Jacky's last season in sports car racing saw two fatalities.)

Long distance racing has changed since the days of Group C. It's now so fast it's like a



Jacky Ickx fields the questions like a true superhero

Grand Prix and why Le Mans teams now have three or four drivers, says Jacky. The humour comes through again when he remarks that in his day, on the long Hunaudières (or Mulsanne) straight, there was time to relax and perhaps light a cigar or a pipe. Not really!

The interview with our superhero ends all too quickly, but not before the resourceful Hope-Frost has another go at Jacky's favourite race car. He's adamant no name will pass his lips. But he'll give us some numbers – 936, 956, 962.

...ON THE OTHER HAND

And so to Stoneleigh, where Race Retro opened its doors a day after the London double header. Sadly not much up-front on Porsche here this year, with the majority of Stuttgart offerings on display lined up in the Silverstone Auctions hall.

Having said that, one interesting newcomer was spotted under the banner of Jensen International Automotive who, having established themselves as the people to refurbish and upgrade the Interceptor range, have turned their attentions to Porsche under the name Jensen Works. An 'RSR evocation' on display was there to illustrate the standard of workmanship (top notch, I can report) and as a pot boiler for their 'J1' model – a Kremer-esque styled road car based on the 964 Carrera 2, with turbo power, big brakes and limited slip differential. More on this in a future issue I've no doubt.

Auctions are, of course, a good way to gauge developing trends. Whilst we know that

prices of classic 911 models remain strong (£93,375 for a '73 911T, and £88,875 for a '73 911E, for example) over £32k each for a brace of 1991 944 Turbos, one coupe, one convertible, was encouraging. The front-engine Porsche may yet have its day.

Also amongst the cars that came under the Silverstone hammer was a 1980 930 Turbo that made just over £109k (not overly surprising), a pair of 911SCs (£24,750 and £29,025, within the range you'd expect) and a Carrera 3.2 coupe (£43,875, high but OK it had only done 66k miles). Almost a bargain was a 1960 356B coupe which went for £38,750. Although said to be 'usable' it was LHD and did not appear to have matching numbers – a good case of a project you could work on as you run it. (All these auction prices are inclusive of 12.5% sales commission, but exclude the VAT on this figure.)

Auction and lack of Porsches aside, what else did Race Retro offer that was on short

supply in London? Loads of serious oily-type engineering companies, event organisers, motor sport clubs, books and memorabilia galore, and – of course – the massive autojumble. RR also had its own superheroes: rallyman Ari Vatanen, motorcycle legend Freddie Spencer, and engineering whiz (of Cosworth fame) Mike Costin. No less than 82 cars were listed to be demonstrated on the live rally stage.

You can't easily compare Race Retro and the two London shows. For the Porsche person, or anyone who likes performance and competition cars of many makes served up in gleaming rows, there was a lot more to be seen in the light and airy exhibition halls in the capital. For the motor sport enthusiast you couldn't beat the down-to-earth atmosphere at a more-cramped Stoneleigh. Put it like this: in London you wore a suit and tie, in the Midlands an anorak. Me? Next year I'll take a change of clothes and go to both.



Jensen Works will make their 964 based 'J1' to order. RSR evocation at Stoneleigh showed what they can do

944 Turbo made £32k in Race Retro auction

Race Retro's autojumble is vast – and you can buy almost anything!

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<p>911 (997) '2S' 3.8 (55 - 2005) Silver with ocean blue leather 53,000 miles£28,000</p>	<p>911 (997) '2S' 3.8 tip (56 - 2006) Midnight blue with grey leather 62,000 miles£28,000</p>	<p>Cayman 'S' 3.4 pdk (13 - 2013) Basalt black with black leather 23,000 miles£42,000</p>	<p>Cayman 'S' 3.4 pdk (59 - 2009) Basalt black with black leather 43,000 miles£28,000</p>	<p>Cayman 2.9 'Gen 2' pdk (61 - 2011) Platinum silver with black leather 41,000 miles£27,000</p>
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YOU AND YOURS: BRETT GARDINER AND DAN CARTER

THE 928 HISTORY BOYS

A neglected 928 on driveway led to a £1700 purchase, restoration and a voyage of discovery for Essex car enthusiasts, Brett Gardiner and Dan Carter

Words and photography: Brett Fraser

No conversation about 911s is complete these days without reference to what's going on with prices. How did they get so high? And will they continue to soar? If you've already got your 911 then you're sitting pretty, but if it's the car you've spent a lifetime saving for because, well, it's every Porsche enthusiast's dream drive, it could well be time to admit defeat...

Friends and colleagues Brett Gardiner and Dan Carter were aware enough of the '911 situation' to not even consider one when they were looking around for a car renovation project. And although Dan owns a gleaming black Cayenne, neither of them really had a Porsche on their radar full-stop.

Previously the two mates had bought and

restored a TVR 280 S together. 'We really love older cars,' explains Dan, 'the way they look and the way that they sound. And the TVR was a car that you really had to "drive", unlike modern cars where you often get the feeling that they are in charge, not you.'

But as work picked up at Brett's industrial roofing company, Design Clad, the friends found themselves with less and less time for tinkering around with cars. With slight regret Brett admits that, 'the TVR simply stayed put in the garage and when one year we noticed that it had only done 15 miles between MOTs, we realised that it was time it had a new owner.'

'A chap who was recently retired up in Scotland decided he wanted it,' chips in Dan, 'and told us he was flying down to

Stansted and was going to drive it back home. Don't get me wrong, we didn't think there was anything amiss with the TVR, but by the same token it had been immobile for two years and, even though it fired up and ran sweetly, something like a water pump could have failed on his long trek north.

'We were honest with him and advised that he trailer it back, or at least get it thoroughly checked over first, but he was insistent that it seemed OK and he was driving it home. He promised to ring us when he got there, and when Brett and I were down the pub that evening the lads had a sweepstake going as to whether the guy would make it or not! When the confirmatory call finally came we were relieved and happy – he was a really nice guy and of course we didn't want the

Essex boys, Brett Gardiner and Dan Carter, with their recently restored 928 S, found neglected on a driveway in Braintree. With just 51,000-miles on the clock, it was worth saving



car to let him down.'

While Brett and Dan had no great plan in place to repeat the TVR experience, fate steered them towards the zinc metallic 928 S pictured here. 'Not that you could really see what colour it was when I first noticed it, laughs Brett. 'It had obviously been parked outside this bloke's for ages and was covered in dirt and algae and moss. I drove past it on my way to work in Braintree for several years, and ended up thinking to myself that if ever there was a for sale sign on the 928 then I'd stop and take a proper look at it.

'And one day, sure enough, there it was. I knocked on the door and the guy's wife told me it was £2000. I gave her my number to pass on to her husband and he rang me back in about 20 minutes! I offered him £1700 and he almost bit my hand off, so I guess I should have started lower... But deal done, Dan and I had the Porsche trailered away.'

Given its al fresco lifestyle – further research has since revealed that none of its owners had ever garaged it – the 928 S's bodywork and interior were in remarkably fine fettle and cleaned up largely as you see them pictured here. The interior is incredibly tidy, which in part is down to the fact that the V8-engined coupe has only 51,000 miles on its odometer, but also because Porsches of that era sealed up so tightly when the doors were closed and were so well insulated – most cars left outside for years without moving suffer chronic condensation that can cause carpets to rot and cultivate leather-harming mould.

That was the good news... 'The engine on the other hand,' recalls Dan, 'would run, but barely so. It clearly required expert assistance so we took it to a popular Porsche specialist to get it fixed. Trouble was, the specialist seemed to know diddly-squat about 928s. Four months later Brett and I decided to take the car away from them: the workshop manager was apologetic as the engine was shoved into the boot, while the owner of the place told us we shouldn't waste any more money on the car and just scrap it. We were livid and disappointed.'

Livid and disappointed but undaunted. 'I was straight onto the internet,' says Brett, 'and found Paul Anderson [of 928 Spares], the UK's foremost 928 guru. We trailered the car out to his workshop in Gloucestershire and when Paul saw it he told us that we'd fallen over a right little diamond that was definitely worth saving.'

'Paul's great,' reinforces Dan, 'very straight talking and brutally honest. He was aghast at the state of the engine, which a previous owner had clearly tried to repair himself and had used bathroom sealant to try to stick it all back together. This sealant had degraded and got everywhere, from inside the bores to blocking the oil lines – Paul reckoned the bloke should be banned from spanners for life!'

And yet no major damage had been done. That said, the V8 still needed to be completely stripped down, cleaned, reassembled and fitted with new oil lines. The automatic gearbox was refurbished at the same time. All time-consuming and, inevitably, expensive, as Brett reveals. 'When we first bought the 928 we imagined that we would probably throw three grand or

928 S looks great in pewter metallic. There is a purity to the early cars, which was lost as Porsche fitted bigger wheels and eventually flared the arches out. Good, early 928s like this are a rarity, too



“ I offered him £1700 and he almost bit my hand off, so I should have started lower... ”



Above: Despite never having been garaged, the 928's interior was in remarkably good shape. Same couldn't be said for the engine, which had suffered numerous bodes and required a full rebuild from 928 guru, Paul Anderson



HISTORY

Some might say that the 928 was something of a folly, but that is hardly fair of a car that was produced from 1978 through to 1995. What it wasn't was a successor to the 911, but then Porsche swiftly worked that one out for itself. As an advanced, V8 powered, modern GT, the 928 was peerless and deserved its 'Car of the year' accolade at a time when car innovation had seemingly stalled. Indeed it was hard to fathom that the 928 and the 911 were even related. Early 928s like this are rare these days.

so at it and the car would run as nicely as we needed it to – the final bill from Paul was £10,600, I seem to recall... But no quibbles, it was worth every penny because he did a fantastic job. And by this stage Dan and I had discovered that the values of solid 928s were riding the coat-tails of the 911 phenomenon, so the cost was theoretically covered.'

And Paul Anderson had also found another way of distracting the pair from the amount of money they were investing in their 928, explains Dan. 'Paul suggested that we go away and trawl through the history of the car. There was a big box of the stuff that we had just chucked into a corner of our warehouse – and we had a problem with mice... But it was all there and undamaged, and was a detailed account of everything that had happened in the 928's life.

'There was the original sales invoice from the factory, the marketing brochures, the handbook and servicing record, every tax disc and MOT certificate and bill. It's incredible that such a comprehensive record should have been kept by all the car's owners and Brett and I became absolutely hooked on finding out as much as we possibly could about those owners. It's not well publicised, but you can apply to the DVLA for all the old V5 documents for

your car so that you can find out who owned it and where they lived. We've now created sub-files for each owner and have tallied the appropriate documentation with each name. It's fascinating to see who had what work done to the 928 and when and for how much.

'The first owner was Sir John Bond who ordered it directly from the factory and had it build to UK specification. However, he had it shipped immediately to Hong Kong where he was working at the time for the Shanghai Bank. John Bond returned to the UK after four years, bringing the 928 back

stereo following a break-in on a London street. Mary Jo sold the car after she'd accepted a new job in the US as presidential aide to Ronald Regan and then George H W Bush...

While Dan and Brett have great fondness for the 928 S, particularly having become so immersed in its remarkable history, they're in the process of getting it ready for sale – blame those 911 prices that have also forced up those of the much rarer 928. While you might think it a shame that the pair haven't much driven the car and have a collective eye on making a profit from it,

“ The first owner was Sir John Bond. He had it shipped to Hong Kong ”

with him: at first we were puzzled that its service book then had several stamps from Lancaster in Norwich, until we discovered that Sir John had a second home there.'

Brett has been in direct contact with the 928's second owner, Mary Jo Jacobi, who confesses to have loved the car and filled him in on myriad details, such as the fact that it has a Cobra alarm and non-standard

bear in mind that thanks to their resolve and determination, they have probably saved a 928 from the crusher.

And besides, any money they make would appear to be headed towards a good cause. 'We already have our next project in mind, and it's another Porsche,' smiles Brett, 'a 924 S owned by an older lady. We'll let you know how we get on.' **PW**



With an extensive history file and help from the DVLA, Dan and Brett have managed to piece together much of the 928's past life

CONTACT

928 Spares
Paul Anderson is the go-to man for 928 spares, restoration and all-round advice in the UK
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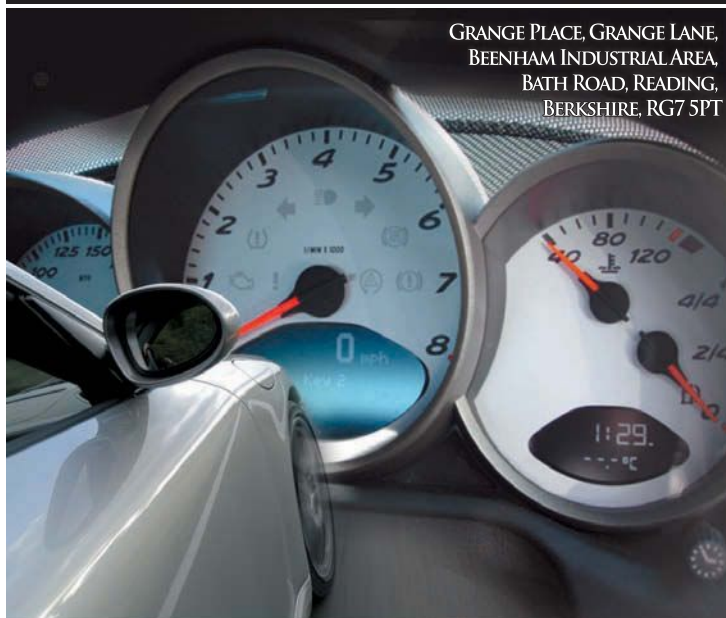
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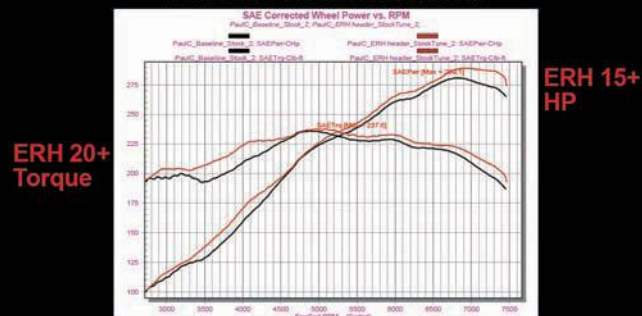
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FROM RUSSIA WITH LOVE

The Porsche marque has fans in just about every country in the world that possesses strips of Tarmac we call roads and that includes Russia, with Porsche Club Russia being the guiding light for Porsche owners, from iconic 356s right up to the very latest to emerge from the Stuttgart factory

Words: Richard Holdsworth Photography: Richard Holdsworth/Porsche Club Moscow





Our Russian hosts. Left to right: Zaur Ezhaev, Dmitry Levykin and Alexey Babeev

Having raced a 356A Speedster in Australia back in the 1960s, the passion for Porsche has stuck and the opportunity to visit Moscow last year enabled me to find out if the passion lay there, too. And where better to start than with the club at the heart of matters: Porsche Club Moscow.

Now here's a problem. I don't speak a single word of Russian, but as the TV advert says, I know a man who does, or more correctly a young lady, and not just one but two. Marie is a Russian national working for Passport Travel, a tour operator in Melbourne, Australia, that specialises in all things Russian, and who better to help than Marie?

But as my Aussie wife and I were in London a few months back, we popped into the Russian National Tourist Office in

Kensington to collect our visas and it was Olga Pakhomova, Head of Outbound Department at the office, who offered to call the Porsche Club Moscow, while we sipped (excellent) Russian coffee. Five minutes later she came up with the magic words "There is a meeting arranged when you get to your hotel..."

Seven days later and we are sitting in the classy lobby of the Vega Best Western Hotel in Moscow and scanning the crowd for anyone who looks remotely like a Porsche owner. Well, the broad smiles say it all but I must admit the bright red T-shirts emblazoned with Porsche Club Moscow is the real give-away. And I'm holding up the latest copy of *911 & Porsche World* magazine which helps, too.

Soon a beaming Dmitry Levykin and Zaur Ezhaev are sitting opposite us and offering their cars for a photo shoot, "a day, two

days, even more if that helps tell the world about Porsches in Russia."

DON'T ASK TWICE!

"We are very grateful for your interest in us," Dmitry tells us. "We see the magazine and enjoy all the stories. To be in those pages would be wonderful recognition for all Porsche owners in our country."

Fortunately, Dmitry speaks excellent English and Zaur is not far behind, both telling us that the emphasis in the Porsche Club Moscow is about bringing Porsche owners and enthusiasts together to exchange ideas and experiences and the social scene is as important in that aim as competition on the track. "We are a young group and a big country so it is important to attract wives, girlfriends, families and friends to come and share with us."

Below: The 993 C4S of Dmitry Levykin. Right: Alexey Babeev at the wheel of his 356A. There aren't many of these in Russia!





A distinctive Russian backdrop. These old style Russian wooden houses, church and bell tower are in the Izmailovsky Kremlin Village

The social calendar for the 2016 season aimed at having something for everyone. Spring in Moscow was welcomed with the Porsche Club river party, followed by the Italian wine evening, golf weekends, trips to Romania and Finland, karting events (for the budding race drivers) and finished with the 'Closing of the Summer Season', a social occasion in which prizes are awarded for the champion drivers of the year. This highlight of the racing season – held on 5 November – might have ended the year as far as the track was concerned, but it is well known that Russians enjoy Christmas and New Year and the club, naturally, doesn't miss this golden opportunity to socialise, talk about the year that has been and look forward to the new season. 2017 is so far proving to be just as busy.

Dmitry and Zaur underline the importance of the Club in bringing Porsche owners,

enthusiasts and their friends together. In fact, in the early days, this prompted the management of the Club to put out a questionnaire asking members what the Club meant to them. It is interesting to quote some of the replies: "Porsche Club

"friends, comrades, Porsche fanatics..." And the word adrenaline popped up several times in the replies, presumably from drivers who had experienced what it can be like behind the wheel of a Porsche in fierce competition on the track.

“ Dmitry and Zaur underline the importance of the club ”

Moscow is a community of like-minded people who share the respect of the car and the brand Porsche..." Another wrote: "a family to me, somewhere to rest my soul, relax and socialise..." Respondents spoke of the Club being there for support and of

And the 'on the track' calendar almost reads like a train timetable. There have been 27 competitive events since July 2013. The Porsche Sport Challenge Russia is the centrepiece for eligible Club drivers and in 2016 the Challenge was made up of

Below: 911&PW writer, Richard Holdsworth (left) and Porsche Club Moscow members. Right: Awards ceremony for the 2016 season organised by Porsche Club Russia





Elina Anders takes the wheel of Alexey Babeev's 356A. 993 Cabrio of Sergey Dadai



eight rounds starting on 23 April and ending on 9 October. They were held five times at the world-class Moscow Raceway but also at the Smolensk Ring, 220-miles south-west of the capital, KazanRing, 500-miles east, and NRing at Nizhny Novgorod, the city overlooking the Volga river and 250-miles, also east, as the crow flies, or rather, the Porsche 911.

in 2013. There is no overall champion, but trophies for the top drivers in the various sections and classes.

But getting to this level of organisation has not been easy. We are reminded that the country was under Communist rule until late 1991 and it took many years for the country to find its feet. "We are a very young group and achieving these goals did

Krasnadar and Nizhny Novgorod and, of course, Moscow.

There are between 40 and 50 classic air-cooled Porsches right up to the 911 GT3s and GT3 Cup cars and a number of 991s. New members come together via the internet, word of mouth, meeting at race tracks or simply flagging down a car and its driver and saying, "Come and join us, we are all enthusiasts!" It took time for an environment to develop that allowed car enthusiasts to even think of putting a Porsche in the garage.

We are told that the intermediate years after the dismantling of the Soviet Union had not been easy for the 'new born' nation. Those who capitalised on the opportunity and became entrepreneurs tended to opt for swanky cars like top-end BMWs, climb-up-and-go Jeep Grand Cherokees and big, bold Mercs.

But for the real connoisseur the Stuttgart Porsche was the car to aim at. The internet was a great help. Dmitry tells us: "Maybe a car was tracked down somewhere in Europe (it is a help that both Russia and mainland Europe are left-hand drive), an approach made and, if successful, the car was purchased."

Today it does *not* help that prices for second-hand cars – especially classics –

“ We are reminded Russia was under Communist rule until 1991 ”

The Challenge consists of three categories: a series of races for best lap times, race times against a handicap and, finally, a full 30-minute flat-out race. And each category is divided into different classes of cars, with power output being the rule of thumb: Class 1, 'Sport' between 380 – 419bhp. Class 2, 'Super Sport' above 419bhp (except for Porsche 991 GT3), Class 3, 991 GT3 and Class 4 for Cayman GT4 cars. The competition is organised by Porsche Club Russia with Porsche Club Moscow as partners and was inaugurated

not happen overnight," Zaur tells us. It took ten years after the Wall came down for the first Porsche to find its way to Russia. It was May 2001 and the car a 996 911.

GUIDING LIGHT

The Porsche Club Russia is the guiding light for all Russian Porsche clubs – including Porsche Club Moscow – and numbers around 300 members scattered across the country, with most, logically, in the larger cities – typically St Petersburg,

Porsche racing is booming in Russia. This is Dmitry Yarovkhno racing in the GT3 class





Traffic light Grand Prix. Dmitry's 993 C4S and Zaur's 993 Turbo joined by 964 RS of Alexander Shokarev

are rising so fast and that there are stiff import duties into Russia. But a few cars were imported in the early days and that engendered great interest; others joined, friends made and almost imperceptibly a group became a club.

So, here we are with Dmitry Levykin and

red 993 Turbo, Zaur with the dark brown 993 Turbo and a real icon of the Porsche world, a 356A, driven by Alexey Babeev. Later we are joined by Alexander Shokarev with his 964 Carrera RS. Cameras are clicking away and then we move off to a local tourist attraction, the picture-postcard

interest in Porsche on this warm, sunny day in this fine city is enormous. We have to wrest ourselves away, speeding along some of Moscow's grand new roads, on flyovers, through underpasses. There is a huge road-building programme in progress and until this comes to fruition there are traffic jams here just as in the West, but the motorways and main roads outside Moscow that Heather and I travelled are a Porsche driver's delight. Four, six, eight, even 10 lanes and little traffic. The man (or woman) behind the wheel of a 911 in the UK would give their back teeth for a spin in the Russian countryside!

At the end of the day Dmitry and his colleagues want to buy us a beer. "We drive German cars – why not enjoy a German beer in a Moscow pub?" These guys sing from the same song sheet. And so ends an amazing three days that shows that enthusiasm for Porsche is truly world-wide, and Porsche Club Moscow proves that. **PW**

“ Dmitry and his colleagues want to reward us with a beer ”

Below: Modded 924 in Martini colours belongs to Alexander Stepanov. Right: Cayman GT4 at the KazanRing, 500-miles from Moscow

Zaur Ezhaev telling us about the Porsche Club Moscow (by the way, no 'of' in the title), and promising to put their cars at our disposal for a day, two days, "even more" if needed.

And so two days later and three cars are assembled outside the hotel. Dmitry with his

Izmailovsky Kremlin Village (not *the* Kremlin, I would add, but a pretty collection of old-style Russian wooden houses, church and bell tower), which provides a fine back-drop to our efforts.

Wherever we go, crowds gather. Husky Russian men, pretty Russian girls, clearly the





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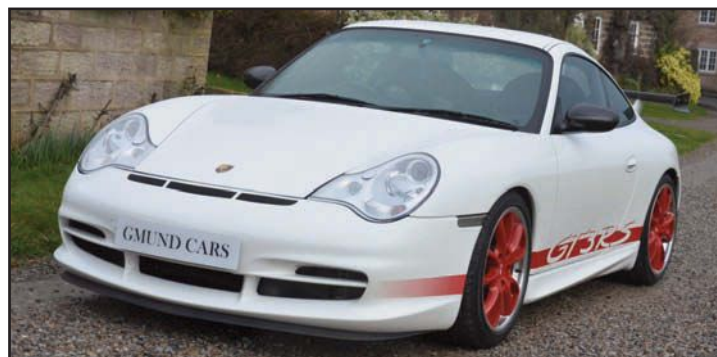
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1995 Porsche 993 Turbo, Silver w/Black, 36k miles, full history, £149,995



1994 Porsche 968 Club Sport, White with Recaro Bucket seats, UK car, £37,495



1999 Porsche 996 GT3 mk1, Black with Black leather bucket seats, only 35k miles, £69,995



1987 Porsche 911 3.2 Carrera Sport, G50 model, Cassis Red, low miles, full history, £44,495



1986 Porsche 944 Turbo Cup, Guards Red, German Car, road registered, £74,995



1973 Porsche 911 T 2.4 Targa, fully restored, Beige Grey w/black, great car, £69,995



1978 Porsche 911SC Coupe, Turbo body, White with black leather/tartan, 61k mls, Sportomatic, £55,995



1993 Porsche 964 RSR, three cars to choose from, can be made road legal, call for info and specs, £POA



1987 Porsche 930 Turbo, Guards Red w/Linen, full history, great car, £79,995



BASIC INSTINCT

It's nearly, but not quite, Porsche's cheapest sports car and it will be a best-seller, but what has the Boxster 918 lost in engine and cylinder downsizing? Can 2-litres and a turbo really cut it, or has the Boxster sold its soul in the name of emissions? Time to find out

Words: Adam Towler Photography: Antony Fraser



Let's hack over to Devon, or to the coast – maybe to Suffolk, that could work, or up north. Surely there are so many destinations we could head to while feeling reassured that we will meet our photographic brief on the day? No, let's not: let's go to Wales: such is the reality of finding a great driving road in the UK these days if you live in the South, or at least, one that's not blighted by traffic, speed cameras and bordered by hedges that destroy any hope of getting some decent photography.

Still, we have a brand new roadster at our disposal, and while it's February – arguably the most miserable month in the calendar – getting the roof down is an invigorating experience any time of the year. We are determined to prove you can still have fun driving on the public road in winter with an open sports car.

So I program the navigation module for the Brecon Beacons and grab my trusty map book just in case nav and phone let us down (old habits die hard). Outside, the sun is doing its best to break through the clouds: if it can make the effort then we surely can.

Our car? The latest Porsche 718 Boxster. Yes, the one with the 2-litre four-cylinder engine. This won't be the first time I've driven this car, but it's probably the first time I've had a chance to really live with it for a few days, and the obvious question I'm asking myself is simply: 'will I grow to feel any more fondly about it than my current indifference.'

It shouldn't be that way. It doesn't matter that this is Porsche's junior sports car, it's – almost – cheapest model (remember the 718 Cayman slightly undercuts its Boxster twin this time around, unlike in previous generations). It's not about the money and it shouldn't be about the numbers: this car should be the essence of what a Porsche sports car is all about, distilled down into its core elements. And yet, it is about the numbers: more power, lower CO₂, and MPG, if the official tests are to be believed, and the sacrifice we're asked to swallow is the loss of two cylinders. Essentially, the question we want answered is: 'was the sacrifice worth it?'

Graphite Blue is not blue to my eyes. To be fair I do struggle with certain colour recognition so maybe it's just me, but on an overcast day like today it looks like a strangely solid battleship grey tone. This



Porsche call it Graphite Blue. To us it's reminiscent of something from the RAF. Whatever, it's different. Wheels are optional 20in in satin black. In fact this base Boxster is loaded with over £11,000 worth of extras

actual car may well be an entry-level model, but the Porsche press office has kitted it out generously, so much so that its list price swells from £41,739 to £53,093. Actually, I'm just looking down the options list for this car now, and it strikes me once again that Porsche is fairly cheeky with its pricing. We're talking nearly twelve thousand pounds' worth of options here, and yet

in satin black is £2315 alone. Ok, I could live without the exhaust for the soon-to-be-discussed obvious reasons, and I'd prefer smaller wheels, but the point still stands.

Then again, it's important to remember that this is a 170mph car: that's right, such is the march of technological progress in the car industry, that this entry-level 2-litre car has very similar performance to a

metalwork and some carefully thought out detailing, particularly around the rear of the car. I love the black insert between the rear lamps, for example.

Today, I do not want to see the M4 motorway. Although the 718 is an instantly comfortable device with which to consume miles, I can't stand the tedium – at least on the way there. The 718 is highly proficient as daily transport, for a variety of reasons. The overall ambience is snug but at the same time with a feeling of space so that you don't feel cramped: the driver sits low down in the car, protected by high cockpit sides and confident in the usual modern safety systems, clear instrumentation and a feeling of solidity in the cabin. The optional PASM dampers have a fantastic ability to smooth away the worst of the lumps and bumps on the road's surface, despite the oversized wheels (which make the brake discs look very puny) and the shallow sidewalls of the tyres. All the control weights are light, and while the car is much bigger than Boxsters of yore, it still feels wieldy on a typical British road. Yes,

“ The 718 is a handsome car with carefully thought out detailing ”

There is no Boxster badging anymore, just the 718 designation, a reference to the 4-cylinder racers of the '50s and '60s

when I look down the list there is no diamond encrusted bonnet badge: there are things that you'd really not want to go without, like the limited slip diff and torque vectoring (£890), a sports exhaust (£1530), the PASM variable damping (£971), sat nav (£1052) and a digital radio (£284). The wheel upgrade to a 20in Carrera S design

second gen 996 Carrera with its 3.6-litre flat-six. Now there's a thought to chew over!

At least it looks like a car that can justify that price tag. I know styling is an entirely subjective thing, so you may want to completely ignore this paragraph, but I do think the 718 is a very handsome car, with beautifully sharp creases in the





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“ The torque figures make a mockery of the old 2.7-litre flat-six ”

a 718 would be a very nice thing to live with 365 days of the year, of that there is no question.

Past Oxfordshire, steaming west on the A40, and at last the morning traffic starts to die away. If I'm honest, the 718 has hardly charmed me so far. Regardless of the ease with which it tackles daily life, it's hard to not let the little boxer engine dominate the driving experience. From the moment the key is turned in the ignition its boisterous, harsh presence is keenly felt, both on the ear and through the structure of the car. Yes, it's loud on cold start as they all are to heat the cats up quickly, but whereas this would bring a smirk of satisfaction with a 981 2.7, it's now much more like a grimace here. Then there's the way its gravelly tones get louder when the boost arrives, setting off a resonance in the structure that has the door cards – or something behind them – vibrating: on a fairly new Porsche (this car had still done under 10,000-miles despite being a more

'leggy' press car) that's not a good sign.

As such, any thoughts about the 718's abundant performance are always tempered by its uncouth method of producing it; it's a constant seesaw of emotions, and one that plays out in my mind with each passing mile. Rarely can I shove these thoughts far from my consciousness, even on a constant throttle as we skirt around some of the larger towns along our route, the little 718 effortlessly zipping between roundabouts, muscling aside diesel 5 Series and C Class Mercs. That's what torque does for you: 280lb ft of the stuff from just 1950rpm, figures that make a mockery of the old 2.7-litre flat six. Yes, if you just want to go fast, without effort, the new engine is a league ahead of the old car. Although the long gearing – rest assured, we'll come to that in a bit – does exacerbate the sensation of the engine coming on boost, when it hits it hits hard and then just keeps on pulling throughout

the gear. You can change up at 5000rpm and it doesn't seem to negatively impact the performance: it does mean you don't have to listen to the engine braying its head off, though. But, and inevitably there is a 'but', all the joy, the feeling of specialness, of decadence, of operating a piece of machinery that's a cut above mere normal cars on the road, somehow it has all disappeared. It doesn't matter how much Porsche talk numbers, and how impressive the new car is in isolation in many respects, it's just lost that special exotic something.

Finally, we're into the wilds of South-East Wales, and as the last village recedes in the rear view mirror the opportunity to really drive the 718 presents itself. It's been quick so far, but also quick enough that a short burst of throttle soon saw the speed limit banished, or the traffic in front home into view alarmingly quickly.

Fully uncorked, the sheer pace of the 718 is quite something. I'll come back to

Uncorked and the 2-litre Boxster 718 has real pace, as you would expect with 300bhp on board and a relatively svelte 1350kg to move around

Porsche 718 Boxster

Model tested:	718 Boxster
Engine:	2.0-litre flat six
Transmission:	6-speed manual
Body style:	2-seater sports
Economy:	40.9mpg (combined)
Top speed:	170mph
0-62mph	4.9secs
Power:	296bhp at 6500rpm
Torque:	280lb ft at 1950rpm
Weight:	1365kg



what we said near the start: it produces 300bhp and nearly the same number in torque, yet it weighs under 1350kg; so naturally it is searingly rapid, and I make no apologies for pressing home the point repeatedly because I do think that many see the words '2-litre Boxster' and question what this car has to offer. It is simply much faster than the majority of Boxsters from the past, S model included.

By now I have the roof down. It's as easy as ever, with one touch of the switch on the centre console, and the 718's airflow management around the cockpit and a beanie hat mitigates the biting cold wind. If we can forget about the engine for just a moment, then almost everything else about the 718 feels like

a step on from the 981. The steering is quicker, and while that's not necessarily a good thing per se, it does give the 718 a fantastic sense of agility on turn in to a corner. This graphite Blue car includes the optional limited slip differential, and that combined with the 280lb ft of torque gives this 718 a character quite different from the majority of previous Boxsters. Getting the new car sideways can be a way of life now, with every greasy roundabout an opportunity for an elicit drift, but it's also something to always keep in the back of your mind even when you're not looking for that kind of entertainment. A few days earlier, as sleet started to fall on the lanes near my office, I had come a little too close for comfort with the 718 on one

particularly long left-hander.

Now of course, near zero temps and the aforementioned sleet played their part – those '35' section performance tyres attempting to work below their operating window – but there was no doubt that the characteristics of the engine were a factor at the same time. Although the 2-litre does without the variable vane turbocharger of the 2.5-litre S 718, it still dumps a lot of boost-rich torque into the rear axle in a relatively short period of time, and still has that slight pause between depressing the throttle and the engine's delivery. One of the attractions of naturally aspirated engines in sports cars, and why many of us still pine for their demise, is how precise and instantaneous the power



The 718's interior is a class act. Chunky steering wheel and manual shifter both a delight to use. Despite Towler seemingly dressed for an Arctic expedition, it's cosy, too, even with the roof down in Wales

delivery is. It made driving the 981 such an exacting, invigorating experience because every last millimetre of throttle pedal travel on the car had a direct correlation with what the engine then did. Inevitably, and however clever Porsche's engineers have been, the 718 can't offer the same precision and immediacy of engine response. So when you're in that situation, and you want to summon up enough power but not too much, and try also to factor in whether the engine is going to be off boost or on, the resultant input is always going to be more of a guesstimate. That's not to say user error (!) wasn't at the core of what thankfully turned into a non-event, but it was a clear demonstration nonetheless of another side to the 718's character.

Zooming across the top of the mountain it's such a pity that the 718 is really long

geared – second gear stretches to well beyond the legal limit. It would make the driving experience much more punchy if the ratios were more realistic for the road, instead of being based around achieving the best fuel consumption in European tests. To be fair, this was something that blighted the 981 as well, particularly the standard 2.7-litre car that never had the torque – just 207lb ft – to convincingly pull those long ratios. Moreover, the switch to four-cylinder power offers no more efficiency in the real world. As anyone who's owned a 'down-sized' engine will attest, what these smaller, turbocharged engines can achieve in the laboratory simply doesn't translate to actual driving, and that's probably the bitterest pill to swallow for all Porsche enthusiasts: that we've lost the lovely flat six engine and all

those screaming revs for a paper exercise that keeps bureaucrats satisfied. Even more ironically, the official tests are due to change to try and reflect what driving is actually like, thereby making the numbers more useful. That's led some commentators to suggest that downsized engines might be a short-lived phenomenon, and there're already signs across the motor industry as a whole that engines are growing in displacement again. In a real-world driving situation, the ability to access torque easily and without putting much strain on the engine simply uses less fuel than a smaller engine that needs to be on boost and working hard to deliver the goods. If this change of tack across the industry turns out to be a 'thing', and sales of the 718 twins end up being disappointing (we hear conflicting reports on this but I have to say,



Middle: Porsche's excellent integrated infotainment system with Apple Play, well worth spec'ing. Note pseudo intellectual choice of Radio 4 here, when we all know that Adam is a Kiss FM sort of chap



I can probably count the number of 718s I've seen out in the wild on one hand since they were introduced) then Porsche is surely in a really awkward position. Stick with the four cylinder boxer, trying to improve it and risk destroying its market share in a segment it has dominated for so long; or make an embarrassing U-turn and reinstate the bigger naturally aspirated – or turbocharged even – flat six engine.

Frankly, I'd be amazed if Porsche did the latter, but delighted all the same. As the day wears on, and we've thrashed up and down the mountain, threaded the 718 along the twisting road that runs around

the summit and positioned it every which way for the static photography, I find myself split as ever. Far from resolving in my own mind what I feel about the 718, the conundrum is more crystallised than ever before. If I can take the engine out of the equation for one moment, the 718 is a better Boxster than ever before. It's just a crushingly complete sort of sports car, and it must be utterly overwhelming if you're a rival manufacturer thinking of taking the Porsche on: perhaps that's why none do so. While it's a massive engineering challenge to create a hardcore sports car that's going to appeal to that small niche of

enthusiast drivers who enjoy driving quickly, track days and the like, it's an even bigger challenge to plan, design and execute a sports car that keeps those driving enthusiasts happy, but that also satisfies all the requirements of someone who simply finds the Porsche badge appealing and would like to use the car to drive to and from their office every day, or the gym, or do the school run. This is the Boxster's true brilliance, perhaps not always fully appreciated by the passionate Porsche disciples, but no doubt respected by anyone who appreciates what really goes into creating a modern car.

Better in almost every respect than previous Boxsters, save for the loss of two-cylinders and with it, its soul. Just turn up the stereo!



Despite engine reservations, the Boxster dominates its market position, just as it has done for the last 20-years and it's hard to see that changing

In this specification it possesses a level of performance that's really something to behold – to a level where there's no point talking about going quicker on the public road because you'd be already into deeply naughty territory. Maybe that's what the 718 Boxster stands for now: a larger, more expensive, more grown-up device offering more performance, leaving room for that smaller roadster at the foot of the range that many of us dream about but know equally that won't happen. At up to £35,000 that sort of package, complete with four-cylinder engine would be much more palatable, especially if Porsche could work on the refinement issues with the boxer 'four'. But as a £50,000–£70,000 car as well-specified S and non-S 718s are these days, it is much more of a hard sell.

As I ponder on this last point, and fantasise again about the '550' Roadster

that weighs under 1200kg and is only two-thirds the size of the 718, I must confess, the roof does go up again. Open top driving in this weather is wonderful when the air is fresh, the sunlight bright and the backdrop picturesque, but it's a lot less appealing when your peripheral vision is distracted by a 38-ton rig and the cold grey of the sky matches a similar colour to the motorway. Having said cheerio to Antony and left the mountain behind, I'm amazed once again just how easy it is to live with the 718, which gobbles up the miles as I listen to a Motorsport Magazine podcast streamed through the PCM infotainment system. Although if I listen really carefully I'm pretty sure I can hear Antony's voice calling me something unprintable for putting the roof back up at the earliest possible opportunity.

So there you are: clear as mud. The 718

is a better Boxster than ever, but I'm still no closer to accepting the engine than I was the first time I drove one. The only way I can find to adequately express my own feelings about the car is to say that as much as I admire the car in so many ways, and enjoy having the keys to one on test, I don't think I could spend my own money on one – or sign up to use the finance company's money on one – with that engine in place. It's the first time I've felt like that about a Boxster, and it gives me no pleasure to reflect on that situation, but there it is. A car that should fill us all with joy every time we jump behind the 'wheel no longer does, and until Porsche can find a way of dramatically improving that engine, or make peace with the idea of re-introducing the flat six, then I don't think this unusual state of affairs is going to change any time soon. **PW**





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WORKS OUTING

The Clubsport is the flagship of Paul Stephens' brand new PS Works range, and this version is based on a 3.2 Carrera with a 993 powerhouse. We scoop the first test drive







That's a 3.6-litre 993 Varioram engine sitting in the back of Paul Stephens' latest creation – a Clubsport from the PS Works series. Other engines are available from a base 3.2 through to 3.4, 3.6 and culminating in a 3.8-litre option

Below: There is no Porsche badging at all on this car, just the PS logo and Clubsport logo on the rear ducktail. LED headlights are an essential upgrade. Intakes picked out in satin black are a neat touch

Works for me: Paul Stephens has rung the changes yet again in the personalised 911 stakes with his PS Works programme, a genre that draws on five decades of 911 iconography and manifests as a thoroughly modern and enchanting car, its attributes aptly embodied in the Clubsport identity.

Cruising ExCel's London Classic Car Show late February, I spot our debutant feature car on Paul Stephens' stand, and he explains that it is the prototype of his latest Clubsport by PS Works series. 'PS Works is aimed at people who don't have the appetite for the highly detailed PS Autoart car,' he explains. The new Clubsport range will be available with an escalating range of engine capacities, rising from 3.2-, 3.4- and 3.6- to 3.8-litres, 'taking different aspects of 911s down the ages to create a unique model.' This one's based on a 3.2 Carrera chassis but powered by a 3.6-litre 993 Varioram engine, no less. As I later discover, incorporation of a single-mass 993 RS lightweight flywheel means it zaps off the

line like a scalded cat. Lightweight panels help, too: this car tips the scales at 1070 kilograms – with a heavier 993 engine – compared with a fully laden 3.2 Carrera at just under 1300kg. That said, with lighter 3.2 engine fitted it would still be a strong performer. Less expensive, too, since 3.2 and 3.4 capacities are less expensive to produce and less expensive to fettle, so it's likely that

series in 2005, offering massaged and modified 911s based on either the Carrera or the 964 chassis. Two years later he introduced the Clubsport range where cars were less detailed, lightweight backroad rebel rousers. Then, last year he launched PS Works, where cars would still be finished to a high standard, though not as finely detailed or as obsessively spec'd as PS Autoart. Our

“ Our feature car is the first PS Works Clubsport to be built ”

they'll be more popular. As well as powertrain, colour choice is optional, too. In this case its identity is further blurred by the fact that it's painted in Graphite Blue, one of the shades from Porsche's latest Farrow & Ball range!

We need to go back a few years to reveal its genesis. Paul Stephens began producing his PS Autoart Classic and Retro Touring

feature car is the first PS Works Clubsport model to be built. Paul explains: 'It's inspired by the early '70s, but we wanted to bring some later features into the car, so it's got LED lighting with clear lenses, we put in the four black openings – two where the horn grilles would normally go, one goes to the oil cooler, the other would be to the air



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conditioning if it had an air-con unit behind there, and the two underneath are for the brakes. The front bib spoiler is a little nod to the '73 RSR, but finished in a modern way, like a current car.' There is space for an additional oil cooler on 3.8 models behind the wire mesh grille, though this car manages with just one in the wing, hence the oil lines going to the front of the car. You could put your number plate there instead on this version, although it looks more aggressive as it is.

We wanted a more contemporary look, so it runs a whole red lens around the rear and a whole orange lens around the front, a bit like you might see on a 993, rather than the separate orange lenses. But they've got orange LED bulbs so they're perfectly legal, and the sidelights are in the headlamps so we can have orange lenses around the front instead of clear lenses.'

Panel gaps are impeccable. Doors are aluminium, inner wheel arches rolled, window frames anodised and door handles chromed, and while the front lid and ducktail are in glassfibre, as are the front and rear bumper sections, probably the piece de resistance is the absence of guttering around the roof. 'It's the same with the roof, we decided to de-seam it and clean it up. The de-seaming somehow enhances the sunroof, and gives it a cleaner look. 'People don't notice it until you point it out, and it looks like it should always have been like that. And then you look at one with the rain channels and it looks a bit cluttered. So it's going forward in time to the modern 911s that never had them. It has the little door mirrors, and if you remember the Ruf CTR Yellowbird from 1987, to get it to go over 200mph it was narrow shelled, de-seamed with slim mirrors, and that's keeping it clean,

keeping it simple, deliberately not putting chrome everywhere like a period car. The ducktail looks like the '73 ducktail, but also brings a nod to what's going on currently. If you look at a current 911, they have the two black grilles on the back, but this particular car, having the 993 Varioram engine, these are from the 993 C2S. Mark (the glassfibre expert) made a ducktail so they fit perfectly. We left the oil lines exposed like an early car and then created little covers for the torsion bars with rubber seals so they look the part.' It hasn't got a cat anymore, there's a free-flow air filter, and there's a specially-made glassfibre pipe serving the heating and ventilation system. Suspension is augmented by Turbo torsion bars and tie rods, polyurethane bushes, and fully-adjustable KW V3 coilover dampers. As for power, 'they're 285bhp standard, so it's got to pull another 5,' says Paul. The exhaust





Details, details, details. The colour is from the contemporary Porsche palette, which is itself retro inspired. It's Graphite Blue and yes, it's the second feature car in this issue to be wearing this season's must-have paint job. Normally a retro inspired 911 would be sporting 15in wheels. The 16in Magnus Walker Outlaw wheels are one of the defining features of this car

system is a back-box inspired by the Rs and RSRs in the '60s and '70s. It emits a pleasing bark, though not as raucous as those previous performance paradigms. This is, after all, meant to be a quick road car.

On one hand it's understated, thanks to the colour scheme, and on the other it's brimming with attitude. Take the wheels – often what bystanders remark on first: 'The whole look is meant to be clean and understated. It's not a replica of anything, although it's clearly inspired by different eras. Our 16in Outlaw

want caps on those?' but then that's the racing look, isn't it. As Paul says, 'if people want the reality, that's how it was, but if somebody says I don't want open studs, I want it on Fuchs wheels with centre caps and aluminium nuts, we can do that, too. But this is the look that we've settled on.' So wheel diameter and tyre selection is pre-considered. 'We've deliberately gone for these profiles to get the look, so we've gone down a size on the front and back and we've got 205/50x16 Yokohamas on the front and 225/50x16 on

of the shell in black – because original 911s in the '60s were finished in black and then they painted the colour coat on the outside of the car, so that allows us to put a modern finish underneath, which makes it resistant to stone chips.' Badging is also discrete. There's no Porsche badge – in fact the only reference to its Zuffenhausen origins is etched into the side-window glass. There's a PS logo on the front lid, and on the engine lid it's simply labelled as a Clubsport 3.6. As Paul says, 'the standard 3.2 will just say Clubsport, and more powerful ones will tell you what engine is in there; it's not meant to shout at you.' We've featured the PS Clubsport Mark 1 and at least three PS hot-rods in 911&PW in the past, and Paul claims the PS Works Clubsport is an evolution of those, rather than an evolution of the Autoart programme – which is significantly more expensive in any case.

Although this actual car has hardly been anywhere, the constituent components have, in terms of testing and evaluation. 'I've got the same limited-slip diff in my car, and I've had these tyres on my car, so we knew roughly what it was going to do, and we've tried different steering wheels and that one just feels nice.' It's been something of a team effort, too. 'Although this was my idea, I've brought in all the guys from the workshop to

“ On one hand it's understated, on the other its got attitude ”

wheels are made under licence from Magnus Walker, and we're in the process of signing with fifteen52 to be the UK distributor for these. We will offer them as a wheel on this car, but we will also offer Group 4s and Minilites, and indeed customers can order Fuchs, or anything they like.' Later on, when Ant was photographing the wheels, I noted the open studs and I was thinking, 'do we not

the rear, and it's a grippy little tyre when you get some heat into them.'

The concept of the car is simple; it's not meant to be flashy, it's just meant to have enough going on to arouse interest, to be different enough to gratify the connoisseur. 'We detail the engine to a point, though nowhere near as obsessively as an Autoart car, and we finish all the inside and underside

Is modern-retro a fair description? We think so. There is no one era to tie the PS Works Clubsport down, more a clever integration of styles and influences





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come up with the elements of it,' reveals Paul, 'and we all sit down together to discuss colours and different styling elements. Some of them are a lot younger than me, so they're coming at it from a completely different angle. We knew how we wanted the exhaust to look; the old 911R had two tailpipes like that, but we didn't want big megaphones hanging out the back, that's not what it's about. And although we call it a Clubsport it's not emblazoned across the car like the old Club Sport graphics they had down the side of the 911 and 968, though the car's in the context of that so it's got no rear seats and it's sort of lightweight. So, 3.2 CS, 968 CS, it's that type of concept but it's not a GT3 or RS type of car.'

As you'd expect, attention to detail is carried over into the cabin: 'We kept the

interior quite simple, again not using '70s lightweight materials because they are a bit thin and fragile, so although we've got the lightweight carpets they're all bound in leather, with thicker rubber pads, and there's somewhere to put your left foot in a right-hand-drive 911.' Door cards are a mixture of old and new: smart pockets matching the Pepita-style houndstooth seat upholstery, with RS door pulls in red to match the belts, and electric windows. 'We wanted to tie in some of the styling cues with modern 911s, as well as keeping the interior really simple, so the new 911R uses a black and white upholstery theme, but to make it a little bit different we've got red belts, red pulls, and door pockets with leather so you can put your sunglasses in. We had our own gear knob made so it resembles the older style gear

knob, but it is a G50 pattern.' There's no radio – though nothing to stop you having one – while the cabin is trimmed in a flat leather throughout, trimmed with an edge of white stitching around the dashboard top. The instruments are reworked, too. 'Referencing the current cars, the pointers are in white as opposed to orange, and we refaced the dials – in effect turning them the other way up – so you can actually read them, and we changed the Momo logo to red on the steering wheel, re-trimmed the steering wheel, so the detailing is red, white or black to tie in with the seats. These little ST-style seats are much lighter than a Porsche tombstone, though if somebody said they must have heavy electric chairs, you can have them but your performance will suffer. We could make it lighter still by not having the sunroof in it,



Notice something? The PS Works Clubsport looks unusually smooth doesn't it? That's because it's been de-seamed, which is both a major yet subtle transformation at the same time

and you could have other wheels, but these Magnus Walker ones rather suit it.' The seatbelt housings have been deliberately left open so you can see them working. Talking of which, it's time to fasten up.

When I pull out of the PS premises the odometer reads 36 miles. We are indeed honoured to be first at the helm. This is the first drive of a brand new car, so we need a special location to shoot it. Snapperoni calls for Pin Mill on the Suffolk coast, a location

familiar to him from his erstwhile sailing activities. I head off from Paul Stephens' north Essex base, and immediately I'm struck by how extremely quick and lively the whole package feels. Light chassis, big engine. There's a big, pulsating beat to the 3.6 flat-six. Although the 3.2 Carrera is a torquey engine in its own right, this 993 engine is torque incarnate, pulling strongly from low revs. I have instant throttle response, so acceleration is urgent and I cover the ground

very quickly. Power comes on song at 3000rpm when the timbre of the engine note changes to a much gruffer sound. I'm liking the way the competition Momo wheel is just sufficiently dished to give a nice arms-bent driving position, though I would perhaps have the bucket seat tilted backwards on its runners slightly more, if 't'were possible. There are plenty of swift, twisty back roads over to Colchester, and the Clubsport tucks in nicely and hugs the apex of curve and corner,





Uncluttered interior plays the trick of being spacious yet compact. Ubiquitous Momo wheel. Just how many of those are there in this issue? Count 'em up. Winner gets a prize! Seats are retro perfect

while I detect a slight tendency to oversteer which I'm correcting a lot of the time, wheel-sawing, taking lock off and on, so it's an invigorating drive. Shifting the G50 gears is very slick. Ride quality is firm, and though I'm conscious of bumps, it's not uncomfortable. Brakes are currently standard 3.2 Carrera, so I'm giving them a bit of a pump for maximum retard. This is something of a work in progress, so it's likely that they'll be replaced by bigger Boxster-derived 4-pot caliper versions.

Soon enough I'm on major roads where I can open it up, and when I'm really trying, the acceleration in 4th is quite astonishing, and it's difficult to imagine this car started life as a 3.2 Carrera – though of course we're forearmed with the knowledge that it's a Varioram 3.6. And in any case, its presentation as something more akin to a Ruf or an RSR means one shouldn't be at all surprised; it's merely fulfilling its visual promise, and such alacrity is to be expected. Some big bends come up where I can play the hero, and it sticks unerringly to its line on full throttle through the sweeps. By now,

something of a bond is being forged, and it makes more and more sense as I drive it – dance with it – rather than simply motoring along as one might in either of its principal constituents, a regular 3.2 or 993. It's more of a physical thing, actually steering it round corners rather than bimbbling on and off the throttle, though not the scruff-of-the-neck job that hot-rods and race-reps can sometimes

corrugations on an arterial road like the A14 between Ipswich and Felixstowe, plus the de-seaming reduces wind noise. Snaps taken, I ease back to Halstead, having upped the mileage by exactly 100.

As intriguing a 911 as ever there was, projecting racecar heritage, an avowal of on-road prowess, as well as sophisticated modern chic. It may be a product of the PS

“

This is a significant milestone in the modified 911 canon

”

be. It's a car that invites you to be busy, loafing along it doesn't really do it, and it revels in back road action, where it deals the thrill-machine card and on a fast turn it really bites into the apex, darting on to the next one. It also copes with the undulations on a back road like the Shotley peninsula's B1456 better than it does with the

Works oeuvre, but there's so much to this car that speaks of art – from restrained hue to the sleek, gutterless coupé shell. This is top-flight connoisseurship, a significant milestone in the modified Porsche 911 canon, a genuinely individual car for a similar outlay to a new 911: this Clubsport B1456 better than it does with the

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Porsche Cayman (987) 2.9 PDK Gen II
Platinum Silver, 2012/12, 29,510 miles, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth Phone Prep, Sport Chrono Pack, Xenon Lights, Sports Seats, Park Distance Control, 19" Carrera Classic Crested Alloys, Sports Tailpipes. **£27,900**



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modified Porsches tested inside

ALL MOD CONS

'Keep it standard' is the purists' mantra, but where's the fun in that we say? The *911&PW* fleet is almost entirely modified, and here the *911&PW* collective gather their favourite modified Porsches for a modded – 'mine is better than yours' – shootout

Words: Steve Bennett, Johnny Tipler, Adam Towler, Jeremy Laird, Chris Horton, Keith Seume, Kieron Fennelly

Photography: Antony Fraser



One man's modified Porsche is another man's occasional light snack, as they rarely say. Excuse the mangling of a well-known phrase, but it's true is it not? Modifying any car is a very personal thing, but then that, surely, is what it's all about? Look upon your Porsche as something of a blank canvas and build it the way you want it. No two are ever the same, even when sharing the same underpinnings. Most of the 911&PW fleet is modified in some way, but this isn't a gathering of our cars, because frankly most are not really modified enough (yet), and besides they feature

every month anyway. There is one exception and that's Keith Seume's 912 based hot-rod 'El Chucho.' We allowed that because it is truly a labour of love and the modifying art. And we thought he might let us have a go in it! The rest of the 911&PW team were tasked with nominating their perfect modified Porsche and assembling with it at our fave test track. The aim is to celebrate modified Porsches in all their vibrant glory and showcase the work of owners and the tuning community, plus the companies and component manufacturers behind them. Here we go then. From a Re-engined 924S to a 1000+bhp 996 Turbo. Hang on!

THANKS

Thanks to all the owners who supplied cars for this test: Philipp Nagel, Richard Baker, Nick Ramsay, Simon Mack and Faried Poorsalehi

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IT'S ALL ABOUT THE WEIGHT

Obesity is the scourge of the modern age – and we're not necessarily talking about overweight people, either. Maybe it's time to put your portly Porsche on a diet...

Words: Keith Seume

PORSCHE 912/911



Obesity is becoming a major problem in today's world. As stress levels rise, the temptation to fill ourselves with comfort food grows stronger by the day. Waistlines expand, and what was once the exception is now becoming the norm – regrettably, thin is no longer in. And it's not just the human body that's suffering...

Even our cars are getting bigger but, sadly, not necessarily better. You can blame it partly on increasingly stringent crash protection requirements, but whatever the reason one simple fact remains: cars, like people, have put on weight – Porsches included. Back in the 'old days', we used to talk about the power-to-weight ratio of a car, using it as a benchmark of its performance potential.

The ratio of 100bhp per ton (not tonne, thank you – I'm having none of that metric nonsense here) was once upon a time regarded as the level at which a car became 'interesting'. Back then – and here we're talking of the early 1960s – sports cars were generally low in power but light in weight.

Look at Porsche's old 356 – a basic Super 75 in 1960 had a power-to-weight ratio of 87bhp/ton, while a 356 Carrera of the same ilk boasted 153.4bhp/ton, or almost double. Both cars weighed in at under a ton and were fun to drive as they were light and could be thrown around with gay abandon. Even the relatively lowly Super 75 model was guaranteed to make you smile.

Then along came the 911 which, in 2.0-litre 'S' spec, boasted 170.5bhp/ton, but at the expense of a couple of hundred pounds extra weight. When the 930 Turbo was king of the hill, it had a P-to-W ratio of around 220bhp/ton but it weighed 1000lb more than the 356 Carrera. By the time the 964 came along, weight had stayed firmly on the 911's hips, and P-to-W ratios were stagnating. What were once lightweight sports cars that could be thrown through a series of bends with little effort became four-wheeled wrestling opponents. The only answer was to add more power, more electronic gizmos and, well, more cost.

And this is why I regard cars like Porsche's original 911R as such landmarks in the

company's history. The mix of short wheelbase, light weight and 'adequate' horsepower makes for a heady cocktail. You don't need 400+bhp to have fun.

Look at *El Chucho* – go on, admit it, you like the slim-hipped look, the skinny 'old-fashioned' tyres, the undeniable purity of the early 911/912 styling. Now I'll be the first to admit that I love the original 930 Turbo's brutalist looks (well, they looked brutal to me back in 1978...) but have struggled with the way that 911s have continued to grow in size and weight over the years. Simply put, they're getting fat with old age.

I've long been an advocate of keeping weight to a practical minimum – I say 'practical' because carrying things too far can make for a pretty unpleasant driving experience on the road. Plastic windows, glassfibre or Kevlar body panels everywhere, lightweight seats, no soundproofing – all fun for a track day, but not necessarily so much fun on a 500-mile round trip. But by keeping the weight relatively low, you can have a lot of fun without having to rely on extreme horsepower to get the job done.

What began life as a down in the dumps 912 is now a fun to drive 911 wannabe. *El Chucho's* slim-hipped style, dancing through the bends on 185/70-section tyres, is the very antithesis to today's overweight offerings. With a power-to-weight ratio roughly the same as that of a 930 Turbo, it's living proof that while enough is good, less can be better...



El Chucho started life as a 912 and appears to have had an interesting, if occasionally rather hard life. I have no idea at what point the original 1600cc four-pot was replaced, but replaced it was – by a large capacity VW engine. The car saw duty as what the Americans call an autocrosser (we generally refer to such antics as sprinting –

cheaper than a 911 of similar vintage would have been. OK, it had no engine, but it did come with two gearboxes, a four- and a five-speed. It was the perfect base on which to build a lightweight 911R-inspired hot-rod. On a budget. But we won't go there, either.

Because I wanted the car to be useable, I shied away from going the glassfibre doors

than a 912 and has a power-to-weight ratio of around 220bhp/ton – or roughly the same as a 930 Turbo.

But because it's on those 185/70-section tyres (Blockleys, which have proved to be excellent all-rounders), the steering is light, the car feels alive and is a real joy to drive on favourite twisty country roads. I'm sure that, in the right hands, it would be a capable track day car, too, but I've not yet summoned up the courage to find out!

Overall, then, my take on all this is that to have the most fun you don't need to put all your pennies into the bottomless pit called the quest for horsepower. Instead, look at ways to cut down on your car's bulk. Keep the tyres to a sensible width to allow the car to move about a little – sliding a car can be fun, you know – and make the steering light.

El Chucho may not have been the quickest or most powerful car at our photoshoot, but I guarantee that, as I drove the 220 miles back home to Cornwall, I had the biggest smile on my face.

You see, it's all about the weight. Sometimes less truly can be more.

Our man Seume has finally come to bond with *El Chucho*, after a period of intense frustration. Now it's all smiles (he is smiling, really) as he enjoys the 205bhp produced by the Bob Watson-built 2.2-litre motor. 911R-style tail lights are a nod to the car's inspiration, while 944 Turbo space-saver wheels help to shave off a few more pounds. Interior is 'functional'

“ THE STEERING IS LIGHT, THE CAR FEELS ALIVE... ”

timed runs on a short, usually twisty, course) and then as a drag racer. Yes, you read that right: drag racer.

By the time I acquired it, the 912 had already been equipped with Bilstein dampers all round, along with Weltmesiter anti-roll bars back and front. It was also equipped with rust, but we won't go there right now. Being a 912, at just \$8000 it was substantially

and plastic window route (other than the 911R-style louvred quarter windows) but tried to keep weight to a minimum, with no rear seating or heating system (maybe the latter was not such a great decision...), lightweight wheels (those aluminium space-savers are lighter than the equivalent Fuchs) and glassfibre bumpers. Even with the six-cylinder engine in place of the four-pot, it weighs less



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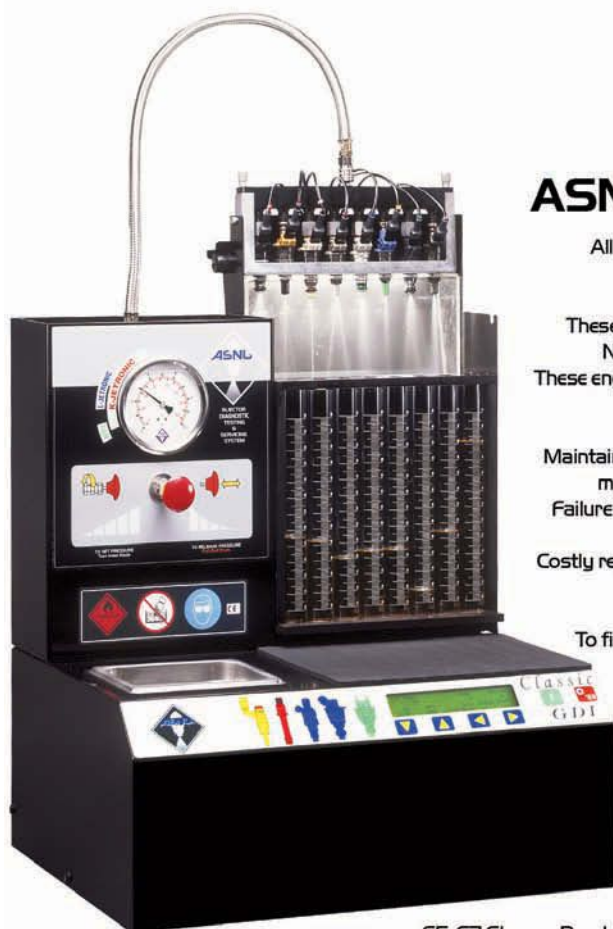
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INTRODUCING THE HARDCORE 964

The 964 has long been a favourite with the Porsche modified hardcore. There's something about it that just lends itself perfectly to a bit of personalisation

Words: Adam Towler

RPM TECHNIK 964



As we all know, the 964 is a car that has lived quite a few lives. There was the original era, when it was touted as the all-new 911, the biggest change to the original concept in the 20-year plus history of the type. Many commentators at the time were not convinced – at least on the all-new part, that is. There was the unfortunate timing bit, when recession and a post-yuppie Porsche-backlash brought sales to their knees; and the years following – for a considerable period of time in fact – when 964s were very much the poor relation of the 911 world, perceived as neither classic nor modern, and unreliable to boot, their values languishing at the foot of the air-cooled pricing ladder. And now there is the present day, where they're one of the hottest tickets around.

It's tempting to see their current meteoric rise to fame as being just another example of 'coat tails market rises', but there's surely much more to it than that. The 964 has turned out to be something of a particularly sweet spot in the pantheon of 911s,

impossible to foresee at the time of its introduction: these days it sits inbetween the classic and the modern as, some might say, a perfect blend of the two.

It also lends itself to modification surprisingly well. Why? Let us first say that there's nothing wrong with keeping your 964 standard – they're lovely, highly usable cars. And it's probably fair to say, like all old Porsches, that many will have been modified in previous times because they were simply worn out, and their owners had made the classic error of mistaking that for the car being no good, and therefore requiring performance tuning.

However, it's also fair to say that the 964 was relatively heavy by air-cooled 911 standards, and its lofty ride height didn't contribute to the last word in dynamic finesse. All the ingredients are there with the 964 to create a really brilliant enthusiast's car – as partly demonstrated by the RS, on track at least – but it takes a little uncovering to bring these traits to the surface; a little lightening perhaps, and a few more horses.

Today, the 964 that I've brought to this

get-together is a perfect example of what can be achieved. Expertly cajoled into a more sporting direction by RPM Technik, it's a very long way from the standard Carrera 4 that would have rolled out of the Stuttgart factory, but the end result is cohesive, hugely enjoyable and, most of all, surprisingly capable.

Back when 964s were generally viewed as awkward old things with big bumpers and large oil slicks beneath them, the Carrera 4 was one of those really unfortunate cars to be labelled with the 'it understeers' tag. Repeated endlessly in the macho world of car enthusiasm, you could have been forgiven for thinking that the C4 likes to leave the road nose first at the very earliest opportunity (as seen by all those power-sliding driving heroes in their Carrera 2s looking on). Naturally, this was vastly over-exaggerated, and with prices of clean, right-hand drive C2s disappearing into the outer atmosphere, the newfound silence over the Carrera 4's handling repertoire is deafening from certain quarters. Put simply, the 964 C4's time has come.

Towler's chosen 964 sits low on KW Variant 1 suspension and is a joy to drive, backed up by a typically hearty 3.6-litre 964 motor on loud, open pipes and a standalone RPM engine management system



That the Carrera 4 is a very nice thing is never better demonstrated than when it's been set up like this car. Running KW Variant 1 suspension, with poly-bushed arms, Tarett drop links and spring plates, and then an RPM geometry set-up, it is quite simply a joy. It all begins when I climb into the driver's bucket seat, which combined with a deeply

there's more weight to the rack, less nervousness or road feedback, depending on how you look at it, than a C2, but it's a car you're soon in the groove with.

The 3.6-litre flat-six does not like to be overshadowed, even with the thrill of the way this car handles, and given its personality, there's no chance of that. It dominates the

concrete wall of the centre reservation, embellished by a salvo of pops and bangs on a lifted throttle. If it doesn't make you smile, I'm genuinely worried for your health...

In fact, the modified 964 experience works just as well from outside the car, too. It's amazing what a pair of teardrop mirrors, the right wheels and, crucially, a lowered ride height do for the shape – from awkward ugly duckling to retro cool in just a few steps. This particular car required some body restoration – it's worth remembering that most 964s now do, given their age – and was repainted in solid black, which suits the 964 shape so well. It almost seems to grow out of the road's surface, its complex curves and diminutive size making it appear completely alien to the modern traffic running alongside on the motorway. I think it looks absolutely gorgeous.

Where modifying a 911 was once relatively inexpensive, of course these days that's very much not the case and that certainly applies to the 964. Still, if you can afford it, there's an amazing car waiting to get out: over to your imagination and wallet.

Top: The 3.6-litre, flat-six is largely stock save for standalone ECU and exhaust. Interior remains largely intact, with leather trimmed, fixed back bucket seats and dished Momo steering wheel

“ If it doesn't make you smile, I'm genuinely worried for your health ”

dished Momo wheel creates a sublime driving position. These are beautiful seats, mounted low in the car and offering excellent support, and the 'rally driver' seating position, arms close to the chest, gives excellent purchase on the wheel. This allows the driver to enjoy the steering of this 964 to the fullest, which is laser sharp, perfect in its accuracy and weighting, and oozing 'feel'. As a '4',

driving experience from the moment it fires with its inimitable, gruff, deep note. Nothing sounds quite like a 964 on open pipes, and with this car having RPM's standalone engine management system, its bite is fierce: the throttle response is beautifully sharp, but there are no histrionics in traffic. Running around the M25 on the way to our photo location the exhaust bark echoes off the thick

THE WHITE HEAT OF (LOW) TECHNOLOGY

It's the least expensive of our modified Porsches, and almost certainly the least powerful – and the only one that's not a 911 – but this clever 924S packs a surprising hidden punch

Words: Chris Horton

PORSCHE 924S(2)



Another year, another 911 & *Porsche World* show-and-tell. Not on our suggested first Porsches, nor even our own cars. Well, mostly not our own cars. There's always one... No, this time it was a modified machine that Hauptmann Bennett decreed that we bring to our test-track, and thereafter champion its cause. (If you want to see what this fascinating place looks like from the air, go to Google Maps and key in the postcode: KT16 0EE.)

Let me present, then, 'my' 924S, which is naturally the decisive and worthy winner. Yes, it is one of those funny little transaxle jobs that I bang on about, with a water-cooled four-cylinder engine at the sharp end, and only its gearbox and final drive at the rear. And yes, it is probably worth all of about £5000. Thus some of my learned colleagues will deride it, or perhaps even despise it.

But the truth is that it cost its real owner, retired farmer Richard Baker, just £7000 to build, and probably no more than a couple of thousand more to run over the last 22 years. And suffice it to say that, thanks to some

carefully considered modifications, it has proved itself quick enough and agile enough to embarrass many a far more powerful machine on the UK circuits at which Richard and his friend Mike Rose have taken part in now well over 100 trackdays.

I said '924S' a few lines above, but what I ought to have written was 924S2. Because at the heart of this innocent-looking giant-killer is not its standard eight-valve, 2.5-litre engine, but the 16-valve, 3.0-litre unit from a 944S2. That means an easy and dependable 200bhp and, in a vehicle that is both lighter and aerodynamically more slippery than said 944S2, some pretty serious performance.

Sourced from Douglas Valley Breakers, the engine was installed in 1996 by Russell Lewis at RSR Engineering. (The car itself was bought by Richard as an accident-damaged project, back in 1995.) The first plan was to fit a 944 Turbo powerplant, but Russell rightly argued that a naturally aspirated S2 unit would not only be far simpler and cheaper, but in practice no less effective. The only modifications required were some cutting-and-shutting on the inlet manifold, to clear the

brake master cylinder, and the replacement of the S2's air-filter casing with what amounts to a foam sock stuffed into the nose panel. Richard also had the ECU remapped by the late Geoff Everett at AmD in Oxfordshire, and a bespoke rear silencer made by Torque Technique in Wilton, Wiltshire. 'It's a straight-through box,' says Richard, 'but it comes in under the 90dB limit I asked for, so I never have any trouble at "quiet" trackdays.'

Engine power (and reliability; in all those years of trackday and some road use it has needed only routine maintenance, plus a throttle cable, a fuel-pressure regulator and a second-hand airflow meter) is one important aspect of any modified car, but you also have to make it corner and stop. Richard began with genuine 924S-specification M030 front springs and top-adjustable Koni damper inserts, another pair of Konis at the rear, and 944 Turbo anti-roll bars. The suspension was lowered by a few millimetres, and Richard fitted a strut brace from Demon Tweaks.

Brakes remain as per the original 924S, certainly in terms of size, but now with dimpled and grooved front discs from EBC

Cheap and (very!) cheerful, Richard Baker's '924S2' has been providing reliable trackday fun for close on two decades, its now simple specification and good power-to-weight ratio – and not least its owner's commitment – often humbling much more glamorous cars. That was never its sole *raison d'être*, but it's hard not to savour those David and Goliath moments. Unsurprisingly, our man Horton loves the car, even without the power steering that he felt compelled to fit to his previous 924S. It would be a pain to park at Sainsbury's, but out on the track it's lightness that matters



(drilled discs are prone to cracking, reckons Richard), and the same company's friction pads all round. 'Another piece of excellent advice from Russell was to fabricate some simple ducting to help cool the brakes, and so far that is all that I have ever needed.'

Initially the car ran on early 928 wheels, but latterly it has been on a set of 16-inch five-spokes from a 964/968, today with brand-new Nankang tyres at the front, and ageing Dunlop Direzzas at the rear. 'I have got through quite a lot of rubber over the last 20-odd years,' smiles Richard, 'but I buy most of my circuit tyres via eBay, so they haven't been a major expense.' A man after my own heart.

As far as body and trim were concerned, Richard's rationale was to save weight where practicable, but if possible to maintain a standard appearance. So he removed the sound-deadening material from beneath the carpets, but then refitted the latter. The rear-seat backrests came out, to be replaced with a piece of beige-carpeted plywood screwed down over the squabs. 'It's the Club Sport look!' smiles Richard. Front seats are black-trimmed and suitably low-slung Ridgard units,

obtained from a crashed MGB, and sensibly, I think, Richard has never bothered with either a roll-cage or full-harness seat-belts.

Steering wheel is a thin-rimmed Momo Corse. The car has its original Blaupunkt stereo, although Richard removed the rear wiper, and likewise replaced the standard washer bottle with a smaller one. The battery, too, is a lightweight unit, but still capable of starting the engine, and the car has neither power steering – always an option in the 924S – nor even any kind of headlamp-lifting mechanism. A daylight-use-only MOT allows it to be driven on the road. A strip of tape on the rear bumper in place of the standard rubber moulding saves a kilo or two, and the door mirrors are pared-down after-market jobs.

Aerodynamically, too, it's a case of function before form. At the rear is just the standard 924S tailgate spoiler, but at the front both a horizontal 'splitter' and an upturned winglet at each corner. The former, I suggest, looks rather like a piece of plywood – 'Yes, that's exactly what it is!' comes the good-natured reply – and likewise the engine undertray. 'Yes again. Guilty as charged. You know what

farmers are like.' I do, indeed. Mercifully there's no sign of any baler twine, though...

Lack of space precludes me from offering you an exhaustive track-test, but suffice it to say that the car drives every bit as well as that specification suggests. It feels very 'analogue', and in some ways perhaps even vintage, but with predictably superb balance, and that modestly tweaked suspension, it inspires huge confidence through the long, fast corners of our circuit – and having been a passenger in it for some high-speed laps of Goodwood in 2015 I know that it lacks nothing in the performance department.

On that occasion Richard was reaching 130mph at the end of the Lavant Straight. Today, he tells us, he was seeing the same speed at the end of the half-mile straight before the banked curve at the southern extremity of our circuit, and it can be no coincidence that every time he passed, with a Turbo-like whistle from some part of the induction system or bodywork, every one of us stopped to watch. And all for the price of perhaps two brand-new ceramic brake discs. Ladies and gentlemen, I rest my case.

944S2 engine was an easy and relatively cheap installation – and certainly for a specialist as capable as Russell Lewis. And since then it has needed only the most basic servicing. Inlet manifold had to be cut-and-shut to clear the brake master cylinder, but that was about it. Strut brace only just clears cam cover; note, too, the dimples to miss the underside of the bonnet. Crash-helmet net on rear shelf is a neat touch: the Club Sport look, suggests Richard. No power steering, rear wiper, or even headlamp mechanism (see text), but stereo remains for those now few occasions when car does road trips

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MARCH OF THE MODS

That's mods as in modifieds, though the transition from old rocker 964 to modernist mod 996 is equally apt in respect of Johnny Tipler's Porsche tenure. Down at Chobham he finds a workable compromise

Words: Johnny Tipler

PS AUTOART 300R 964 HOT ROD



I've just woken up from the most terrible dream. I'd sold my 964 and bought a 996. And, to make matters worse, I'd even modified it in a bid to classicise it, with ducktail engine lid and Porsche Classic wheels. And all my Faceless friends were jumping up and down and laughing. OMG, please say I was sleepwalking.

Well, yeah. You know the reality; I had a perfectly good 964 and had fun messing around with that. Then somehow it got sold and, having bought Mrs T a Boxster, I caught the 'new' bug. It was a short step from water-cooled Boxster to full-on kettledom. I've never been able to resist messing about with cars, though, whether it's lowering the suspension or fitting bigger engines, it's something I've always done, from Fatty Anglia to Alfa Giulia, and in present company, from 964 to 996.

So, the silver spaceship which is 996 Pig Energy does indeed sport a Carrera Cup front end and ducktail spoiler, riding inches from the ground. So I can't be too critical of its even more extreme siblings here at our

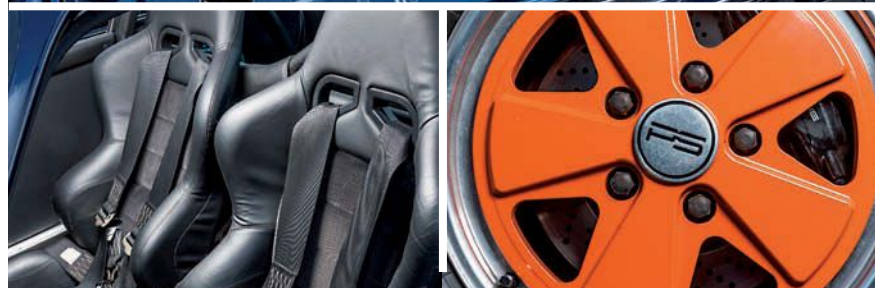
Chobham test-track shoot – if you've modded it, flaunt it, which they do very well. As for the air-cooleds, much as I admire the imagery of the 2.7 Carrera RS, I'm equally happy with a 911 that merely references those styling cues rather than attempts to faithfully reproduce it. Some specialists have made their own way down that route, creating fabulous pastiches of classic 911s, among them Ruf, Singer, PS Automobile and Autoaktiv. The granddaddy of this esoteric breed is Paul Stephens, who anticipated this movement and created his first specimen in 2002. He's very kindly provided me with an early PS Autoworks car for the occasion, which I've driven down from Halsted, Essex.

That involves of necessity travelling on the loathsome M11 and M25, and this is not a motorway motor. Some things you have to suck up. At least at Chobham I can give it a go through a half-mile of Nordschleife known as "the Snake" and sling it around the best banking this side of Southend Kursaal's Wall of Death. A lowered, 964 chassis on wide tyres is the most

confidence inspiring Porsche you can wish for. Vivid acceleration from its 3.8-litre motor, with basso profundo accompaniment, the ride is, as you'd expect from this set-up, lively and vivacious.

I do love a modified 911, and they don't come much more modified than a Paul Stephens Autoart car. This was only the second one he created, and it's recently come back into stock. It was launched at the Porsche Festival at Brands Hatch in 2005 as the 200R, alongside the white 240C and a red retro Targa. 'We'd already done one or two replicas,' recalls Paul, 'but I had this idea of a PS Autoart car as far back as 2002. A lot of people had done 2.7 RS copies in the past, but I think we were the first people to contemplate tackling a 964; certainly no one else in the UK had done it. An SC or a 3.2 Carrera is relatively easy to put early panels on to give it a classic look, but it's not the same with a 964 because nothing fits from an early car, not even the wheels, so we had our own bonnets, bumpers, wings and sill covers made to suit the 964. Crucially, it didn't

Trailblazer! This PS Autoart car featured on the front cover of *911&PW* way back in 2005 and was arguably the first retro look 911 to be based on a 964. Twelve years on and it's still looking good, which is testimony to the quality of work, time and effort that went into it



need to look like a particular model because it was inspired by previous eras of 911. Lots of people are doing wheels for 964s now, but they weren't then, so we had to come up with a design, but we've moved on from there now as well.'

Motivation to hike the capacity of the 3.6 to 3.8-litres was prompted by the typically

I wanted it to be softer on the road than a 964 RS, we did put 964 RS brakes on it, too.' And boy, do those brakes haul you down in an instant!

It didn't quite start life as it is now. 'When we launched it at the Porsche Club GB National Day at Brands Hatch it was somewhat thrown together but of course we

rear screen out of an NGT 964. It's got two oil coolers because at the time we were struggling to get the oil temperature down because of the ducktail lid, and we put ducting in at the front because of the bigger RS brakes and the style of these wheels, so we ducted air in to keep the brakes cool. It's got a cage in the rear of the cabin, but actually our cars were always more road-inspired than track-inspired, so it's designed to be a fast-ish road car rather than a track car. Fit and finish is better today, but that's where we started.'

As for the distinctive hues – and they don't come much more contrasting than midnight blue and orange, it's not a colour that you might pick today, but the donor car was midnight blue so that's the colour it was re-painted. Pretty cool it looks, too. The orange wheels just amplify the mod image.

So here's the thing: I don't have that Peppermint Pig any longer – and never will, given market prices, so for now the 996 will have to do. Midnight blue wrap and orange wheels anyone? A nod to the mod? Well, I might just do it!

Top: The easiest way to liberate 300bhp from a 964 engine is to increase its capacity from 3.6-litres to 3.8, with bigger barrels and pistons. Fuchs wheels were not available for the 964 when Paul Stephens conceived this car, so he had to make his own

“ I had this notion that it had to be a car for all eras, so it's a blend ”

leaky 964 engine. 'Whilst rebuilding it we took it out to 3.8, giving it 300bhp and placing it in 993 RS territory for performance and power. I had this notion that it had to be a car for all eras, so it's a blend of eras; it's not a replica of anything, it was our own stamp on a car. So although it had a lot of the imagery of a '73 car, it was obviously a 964, and while

had to take it all apart again afterwards. I sold it to a nightclub owner in London, who'd seen it in the magazines (including the front cover of *911&PW*) and knew it was a prototype, a bit rough around the edges, but he wanted it exactly how it was. The bonnet was aluminium originally (now steel after a drunken clubber danced on it) and it's got thinner glass including a non-heated

996: THE MODERN TUNING CHOICE

The surprise of the day? Not for Bennett, but even the air-cooled evangelists were won over by this retro inspired 996 from RPM Technik

Words: Steve Bennett

RPM TECHNIK CSR RETRO



A 996 C2? No surprises there then from my camp. Not only that, but this particular car is an old friend, featuring as it has on the front cover of *911&PW* a couple of years ago. It's RPM Technik's first 996 CSR model and a mash-up of old and new influences that work far better than you might assume. But then again, Porsche got there first with the very limited edition 997 Sport Classic, proving that a retro ducktail spoiler and Fuchs wheels, plus a pastel shade of grey, could work on a contemporary rolling platform.

And, of course, as a 996 owner myself – and a mildly modified one at that – my patronage for the 996 as a modified Porsche of choice is obvious. In fact it's not just obvious, it's a no-brainer. CH's 924S aside, the 996 CSR is the cheapest car here, which is saying something given that its owner, Philipp Nagel, paid £40,000 for it from RPM Technik. "£40,000 for a 996 C2? I should have been sectioned!" And yes, that does sound rather a lot for a Porsche that can be bought for comfortably under

£20,000, but this is a lot of car. A bit like buying the show home, RPM's demo CSR had to be good. Stripped to a shell it was hand-fettled with a complete suspension refresh featuring KW's Variant 3 coilovers and Eibach hollow roll bars. Those Fuchs don't come cheap, nor does a partial engine strip to upgrade the IMS bearing, replace the clutch and fit a lightweight flywheel, plus switchable sports exhaust.

Then there's the GT3 bodywork and the carbon-fibre RPM ducktail, and that's before you peer inside and clock the complete retrim in Alcantara and Pasha. When we tested this car, it was to all intents and purposes as new, and it's still pretty good now, despite Philipp using it on a daily basis in London. Returning to it is like meeting an old friend, and not only that it's an inspirational old friend, too. This is what I would love my 996 to look like. And the good thing is I'm not far off really. And if that sounds delusional, then allow me to explain.

My 996 started off just like RPM's car. In fact mine is slightly newer and has 25,000-

miles less on the clock. In silver, it is a bland and blank canvas, which is exactly what I wanted. It cost me just £13,000, which as a modifying starting point is rather good value for money. Aside from the 924, every other car here has an entry cost of at least £40,000, and that's before you've started playing. Obviously if you've owned your Porsche for a number of years, then you're sitting pretty, but equally with rising values, you may understandably feel slightly nervous about modding it at all. But who's going to feel slightly nervous about messing about with a silver 996? Not me.

Now Philipp's car has had the works and all in one hit, too. Project cars don't normally happen like that. They are a gradual process, built as time and funds allow. There are perhaps few folk that would countenance quite such a sum on a 996, but don't kid yourself that as a long term project you could end up spending some serious dosh, even using the time-honoured accounting principles of 'man mathematics.' Indeed, I kind of admire Philipp for cutting to the chase and

Bennett was always going to bring a 996, but you have to say that this does look very cool, with its ducktail wing and those gorgeous Fuchs wheels. Not only that, but with the low price of donor 996s, this is potentially a very cost-effective option



spending the money, although I fear he's missed out slightly on the journey. Or has he just missed out on a lot of aggravation? Actually, as a former and serial TVR owner, he's probably had enough of that to last a lifetime.

But getting back to the point, in the world of Porsche modifying, the 996 is your real

go modern/retro like the CSR here. My own current take is for a modded and lowered Bilstein/Eibach set-up with standard 17s painted in anthracite to offset the silver and tucked right into the arches. Works for me, but then as I say it's a blank canvas.

And should I want my car to look like Keith's? Well, it's a set of wheels and a

RPM CSR with its KW kit, Eibach roll bars and Michelin bootied Fuchs is one of the best handling 996s I've ever driven. And the steering is to die for. Anyone that reckons that the current 991 electro steering rack "isn't too bad, really" needs this comparison as a reality check. A properly set up 996, with a few degrees of camber at the front, is a reminder of what we've lost. The 996 is perfectly sized, too. Snake-hipped, it's still at home on decent driving roads.

And what about power? A 996 C2 3.4 only has 300bhp and perhaps 320bhp with some tweekery to the breathing/fuelling/ignition. Well, actually, that makes it the third most powerful car in this get together and it's all you need. With this sort of power you can still drive hard on the road without overstepping the mark.

But don't take my word for all this. If there was an overall on the day consensus it was that the 996 CSR was the surprise package and hands down the sharpest looking car here. Hell, even air-cooled stalwart Keith had the hots for it! No, he couldn't quite believe it either.

Top: Engine remains standard internally, save for the addition of an uprated IMS bearing. Custom exhaust manifolds and switchable system, plus ECU mods take power to around 320bhp. Fuchs wheels are a class act and Pasha/Alcantara trimmed interior is inspired

“ The 996 CSR was the surprise package and sharpest looking car ”

world starting point and it can be anything you want it to be, particularly in light and agile Carrera 2 form. It's no coincidence that Porsche considered the narrow-bodied C2 the perfect starting point for the GT3, which is so often the inspiration for 996 C2 owners and a quick and easy transformation. Or you could take the Tipler route and mix and match various styles, or

body kit away and they would be near identical. I don't need an Alcantara interior. My optional heated Sports seats are fine. That said, I may change my mind in the future. There are other elements of Philipp's machine that I covet, though, and not least the KW Variant 3 suspension kit. With that I'm sure I could dial out a bit of the sting in the ride quality of my 996. Quite simply the

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DARK STAR GT3

They don't come much more modified than this 996 GT3, or as hard-driven. This track day special has 150,000-miles on the clock and all of them circuit driven

Words: Jeremy Laird

MEGA-MILE 996 GT3



Can we assume you don't already have an air-cooled classic tucked away in preparation for that backdated 2.7 RS proposition, 3.5-litre engine conversion or some other period flight of fancy? Good. Because that means we can ditch the crusty old 911s.

That's not anything to do with the way they drive. A quick blat in the gorgeous, unassuming 3.5-litre SC proposed by Kieron is all you need to appreciate the raw, analogue appeal of something old and air cooled. Problem is, the prices are now utterly preposterous. Distinctly ordinary examples that went for barely five figures a few years ago are now £50k. All that buys you is a starting point. Adam's tweaked 964 apparently represents an investment of well over £100,000, for instance. It's a nice car, but £100,000-plus? Sorry, but at that price it smacks of fashion over function. What a turn off.

Everything else here offers a much better value proposition. And there are some deeply desirable cars among them, even if I have to

confess that the four-pot appeal of the sole front-engined effort eludes me. None, however, can quite match Nick Ramsay's frankly fabulous second-generation 996 GT3. It's the perfect antidote to the current market madness which dictates the two things you really mustn't do with a valuable Porsche is drive it or deviate from standard specification in any way whatsoever. The closer to delivery miles and factory specification you can achieve, the more priceless your Porsche.

Nick hasn't just stuck two fingers up to such nonsense. He's dragged it round the back of the bike shed, beaten it bloody and senseless and then lobbed it in the nearest dumpster. The car you see here has getting on for 150,000 miles on the clock and multiple engine rebuilds under its belt. All of that mileage bar the first 20k is Nick's and largely accrued at maximum attack on track. Nice.

Then there's the specification. If there's a square inch that hasn't been tweaked, prodded, fettled and honed, I can't spot it. The full list is beyond extensive. But try this little lot for size. Alcon floating disc brake

upgrade, 996 RS flywheel, 964 RS engine mounts, 997 Cup LSD plates, solid bushes, spherical mounts, carbon-fibre roof and bonnet, Moton Motorsport dampers and, well, you get the idea.

But my favourite feature involves the brake calipers. At a glance, the yellow paint suggests they're standard Porsche calipers for the ceramic brake option introduced with the second-generation 996. And they are, or rather were. Nick's had them machined to accommodate his meaty Alcon discs. It's precisely this kind of unprecious pragmatism that sums up both car and owner.

Then there's the way this car drives, which is completely at odds with its murderous Lord Vader look and in the best possible way. It's an absolute pussycat. Much of that comes down to the lovely Moton dampers, which bring a compliance and quality of damping that a standard 996.2 GT3 simply couldn't comprehend. But even more than that, there's an overwhelming sense of cohesion. This car is brilliantly resolved and that gives you huge confidence.

It's also fabulously communicative. Air-

Nick Ramsay's 996 GT3 is a hard-driven track car, with 150,000-miles on the clock. Every element of the car has been beefed up to cope with constant, on-the-limit driving. Whereas a standard GT3 would tolerate a few track days before wilting under the strain, this will lap and lap and lap



cooled cork sniffers will tell you that any kind of steering assist is an anathema to feel and purity. But if there's a more transparent steering car on planet Earth than Nick's 996, I haven't driven it. Good God it's nice. The point is that uncorrupted steering feel courtesy of an unassisted rack is all very well. But if you're wrestling the thing into second

move, the combination of a total lack of inertia, a rabid thirst for revs and the rich, layered soundtrack that morphs perceptibly with every added 500rpm is nothing short of joyous. What an engine.

Of course, achieving a car quite this capable and focused isn't ever going to be cheap. But as our own Antony Fraser has

RPM-modified 996 Carrera. When RPM first touted the CSR package, I can't say I was overly impressed. I liked the aesthetic, but it seemed like a lot of money for a bunch of fairly generic modifications that could easily be achieved DIY for a fraction of the cost. To drive it, however, is to discover a very polished package indeed. Its KW dampers might not be as trick as the GT3's Motons, but it nevertheless has a similarly compliant gait and very much the same delicate and transparent steering. I can definitely see the appeal as a £40k turnkey proposition.

But as good as it is, it can only be a pretender to this king of GT3s. It's one of the most delightful driving devices I've ever experienced and it's all the more appealing for being heavily used and hugely usable, both in terms of the character of the car and the unprecious approach to its specification. It's a monument to everything that's great about modifying a car to your own particular needs and preferences and focusing above all on the experience. And that experience is about as good as driving a combustion car gets.

Top: It's had a few rebuilds, and it looks utterly mundane, but the 3.6-litre Mezger GT3 engine is a clattering masterpiece. Remote reservoirs for the Moton dampers. Full cage shouts 'track day' car and semi-racer

“ If there's a square inch that hasn't been tweaked, I can't spot it ”

gear apexes, you're hardly tuning in to the subtle messaging at the same time. But that's exactly what you can do with this GT3 thanks to its dainty, delicate steering. You're in constant contact with the front axle.

Of course, we haven't even mentioned the engine, glorious collection of contradictions that it is. At idle, the untidy clatter gives the sense of clearances out of whack. On the

discovered, the market heavily punishes any GT3 with a few miles and tweaks under its belt. So you could pick up a very decent base car for about £40k, settle in for a rewarding long term relationship and forget all about the silliness that is Porsches as alternative investment instruments.

That said, if there is an alternative machine that's almost at tempting, it's the delicious

IT'S ALL ABOUT CUBIC INCHES

It looks like a perfectly standard 911SC, but in the rear lurks a 3.5-litre, flat-six bringing a substantial performance increase. The ultimate 'stealth' 911? Could be

Words: Kieron Fennelly

PORSCHE 911SC 3.5



We have all seen them: modified cars that are somehow not right. Their stance is too low, the wheels are too big, they have the wrong engine or are customised and just plain horrid.

Simon Mack's 1981 SC is none of these things. Indeed, his black coupé looks quite standard, which is because it is standard...almost. Closer investigation does reveal one visual anomaly – twin, though very discreet exhaust outlets, and when the SC fires there is a deep baritone note which also indicates this is not exactly how it left Zuffenhausen. Lifting the engine cover gives the game away: this is certainly a flat six, but not the stock 3.0, or even the 3.2.

"It's a 3.5," explains Simon, adding that for a year after he bought this Porsche, he was quite unaware of how special his SC was. He describes a classic heart-over-head 911 purchase. "The SC belonged to the father of a friend and when I saw this neat little black coupé I was so smitten, I said that if ever he wanted to sell it..."

Out of the blue three years later the owner contacted Simon and a deal was quickly done: "I'm not sure he knew quite what he was selling, and I certainly didn't know what I was buying," admits Simon ruefully, "but I leapt at the opportunity. In my twenties, I'd had a series of Ferraris, but then working in film aviation, flying and old planes really began to take up my time. My father was in the RAF and flying is in my blood, and cars became secondary. With no previous Porsche experience I was happy enough with the SC: as I'm used to old machinery my expectations performance-wise weren't high."

Nevertheless, a year of wrestling with a gearbox that was increasingly reluctant to engage first and an annoying flatspot at 3000rpm led him to seek the advice of Russell Lewis at Hampshire-based RSR. This was when Simon discovered that, if running an old Porsche is not expensive, corrective surgery can be. Having persuaded Simon that only a proper rebuild of the 915 would restore a decent shift, Russell Lewis then looked at the engine and quickly decided that not only was this a very rare 3.5 conversion, but one

that he had carried out himself some 20 years earlier. Russell then recalled that a previous owner of this SC had brought it to him with a misfire. The car was in fact fitted with an evidently secondhand 3.2 unit in poor health, pushing oil past its valve stems, and the owner, who had been hoping for more power rather than problems, finally turned to RSR. Russell proposed the 3.5 upgrade, never a Porsche aftermarket offering, but common enough in the racing world. This comprised boring out the cylinders, high compression pistons and twin plug ignition and heads from Porsche's competition department. In this case RSR retained the 3.2's crankshaft, connecting rods and valve train.

"With the standard Porsche exhaust, it gave 282bhp on the dyno," says Russell, adding that this was well within the engine's safety margin as competition versions produced 380bhp. There were no other modifications other than renewing the roll and torsion bars (with standard items) and fitting Bilstein dampers. When Russell saw his conversion again it had covered a further 180,000 miles, and simply listening to the SC

A tidy looking 911SC you might think and you'd be right – up to a point. This stealthy Porsche packs a mighty punch in the tail in the shape of a 3.5-litre flat-six, built by Russell Lewis and producing around 300bhp



at idle he realised this 911 was in urgent need of attention to its engine as well as its gearbox. It was at this stage that Simon began to realise that he would have to spend some serious money, but the experience of maintaining his 1935 Messerschmitt Täfon (precursor of the famous WW2 Bf 109) meant when the potential costs escalated into five

Bilsteins were deemed healthy and adjustments to the geometry ensured that the wheels were all pointing in the same direction. Indeed, the only completely new componentry was a bespoke exhaust mated to equalising manifolds which conservatively raises output to 300bhp, says Dave Barr-Sanders.

This refurbishment was completed only

but on the road, the really noticeable difference is the torque: it picks up from as low as 2000rpm, pulling surprisingly hard from 2500rpm before delivering a vivid rush of power from 4000rpm so characteristic of the 3.0 and 3.2. The ability to stay a gear higher makes this SC a rather easier car to drive gently: "It's a real stealth car," says Simon, and even the exhaust note is authoritative rather than ostentatious. "I'm absolutely not going to change it."

Although the interior has worn well, he intends to renew the period Pasha upholstery – it's all a question of doing a proper job. After all, this is as fine an example of a modified Porsche as you could find. Its engine is based on a factory, if not production specification, and no less a person than Helmuth Bott drove one for years as his personal car. Its performance is within the limitations of the chassis – the 3.3 Turbo was rated at 300bhp, and with a standard, unadorned narrow body and Fuchs wheels its appearance is purely functional. Performance and driveability have been enhanced, yet without sacrifice in other areas: Stealth car indeed.

Top: It's clearly not an SC engine. A cursory glance and most Porsche engine spotters would assume Carrera 3.2. Close, but the twin distributors hint at more, like twin-plug heads and a 3.5-litre bottom end. Pasha trim is a retro favourite and the Fuchs wheels a design classic

“ When Russell saw it again it had completed a further 180,000 miles ”

figures, he understood there was no option to doing the job properly.

Besides refurbishing the 915 gearbox with new synchros and new dogteeth on first gear, Dave Barr-Sanders, Russell's partner at RSR, revisited Russell's handiwork of twenty years earlier and rebuilt the 3.5's top end. The brakes, still standard SC, and suspension underwent only routine maintenance – the

recently and Simon is delighted with the transformation. When these cars were new *Auto Motor und Sport* clocked 0–62mph in 5.9s for the 204bhp SC and 5.2s for the 272bhp, 3.6 993 a dozen years later. As the SC weighs about 180kg less than a 993, this 3.5 with 10% more horsepower should dip under five seconds, but in the end this is all rather academic: the 3.5 is undoubtedly fast,

996 TURBO: TURNING UP THE BOOST

For ultimate power you need a turbo, and this could well be the ultimate 996 Turbo, with an on-the-day output of 1000bhp and the potential of 1200–1300bhp in the future

Words: Steve Bennett

NINE EXCELLENCE 996 TURBO



So how come I've managed to bring two cars to this modified Porsche party? Well, it's not quite by design, but when the dust settled and everyone had submitted their chosen chariot, there was a glaring omission: No Turbo of any description. How can that be? The ultimate modded Porsche and the 911 with the ultimate potential has to be a Turbo, from any era. Compared to tuning N/A 911s, there are big gains to be had from a Turbo from modest inputs. And even bigger gains, if you're really prepared to put in the time, money and effort. So, pulling some sort of imaginary rank, I'm playing my Joker and nominating a 996 Turbo against my 996 C2. Not that there is anything remotely funny about this Stealth Fighter. In fact it's the most powerful 911 I've ever driven.

It comes from 911 Turbo gurus, Nine Excellence. I have a bit of history with Nine Excellence. A few years ago I found myself at a freezing Bruntingthorpe with 9E chief Ken Napier's own 996 Turbo. It looked nothing special in black, save for a carbon

bonnet. It was covered in winter road grime from the journey down and it was a Tiptronic, of all things. But, on Brunters' two-mile straight, it pulled 200mph from a standing start. That was/is impressive, as was the tractability of its 800+bhp engine.

So I got on the dog and bone to Ken, who contacted 9e customer, Faried Poorsalehi, who cheerfully agreed to bring his 9e modded 996 Turbo, plus a giant teddy bear in Porsche overalls in the passenger seat! Now before we go any further it could have been any 911 Turbo from the modern era and by that I mean 996, 997 or 991. All are capable of massive power and all can be tweaked in a similar fashion to achieve it. It's just that Faried's ambitions are perhaps a little more focused in terms of what he needs to get from his 996 Turbo, and so its spec is bordering on the ultimate, if not *the* ultimate.

Read it and weep, but Faried paid just £23,000 for this 996 Turbo, with 59,000-miles on the clock and with a freshly rebuilt engine, just because the previous owner had wanted 'the best 996 Turbo out there.'

By his own admission, he just wanted a 911 Turbo, but then Faried got dragged into the whole Turbo scene, hit the forums, started researching his options, took the power up to 550bhp with a DMS remap and then discovered Nine Excellence. Ken quizzed Faried as to what he'd like to achieve from modifying his 996 Turbo. Whereas the previous owner might have wanted 'the best 996 Turbo out there,' Faried has settled on having the 'fastest 996 Turbo out there!' Well, it's important to have a focus. And what exactly does that mean? Well, in short it means creating a 996 Turbo that will crack the 240mph barrier at Bruntingthorpe, 240mph, or just short of, being the current benchmark.

With that in mind Faried's GT2 bodied 996 Turbo arrives for our test running at a detuned 1000bhp. He's *en route* to 9e, where the gearbox is coming out for a rebuild with custom Bill Rader parts that will cope with the 1200–1300bhp needed to achieve this, plus custom driveshafts and differential for launching the car and a custom triple-plate clutch system. The

Top inset: Bennett gurns for the camera. This is what 1000bhp looks like! Yes, 1000bhp and that's the conservative figure. There's more to come just as soon as the gearbox has been further beefed up to cope. The primary aim of this ground based missile is to reach 240mph



power is already there, it's just that running 1200–1300bhp with the near stock transmission would twist it to destruction.

And to achieve that sort of power? Well, it's all about building an engine that will hold together. It's not so much the power, but the massive torque. Nine Excellence have put together a 3.8-litre engine with upgraded

enough, then there's a methanol injection system to provide additional octane and cooling of the engine. Oh, and to keep things simple Faried's Turbo is running just rear drive to get the power down.

All sounds pretty mad, but Faried is keen to point out that he still wants a car that is driveable and tractable, and various engine

is the tighter confines of the Chobham test track do little to rein the monster in when I hitch a ride.

Have I ever been in anything this powerful? No, I haven't. Each burst of power is like riding a controlled explosion. Riding hot shoe is to feel genuinely helpless and slightly overwhelmed by the force of the acceleration. Even the shortest straight is a 150mph opportunity, and while this isn't a track car, the GT2 wings, Bilstein PS10 suspension and sticky Michelins keep it glued down.

The ultimate modified Porsche? It's got to be a contender. The potential of a 911 Turbo, particularly of the modern era, is almost infinite. You can't get this sort of power from a normally aspirated engine, not even from a normally aspirated V10 F1 engine of old. Even the current generation of hybrid turbo F1 engines are limited to around 1000bhp and Faried's will soon be making 1200–1300bhp. Of all the cars here today, this is the Daddy, no doubt. Will it do 240mph at Bruntingthorpe? I'm going to make sure I'm there to find out. **PW**

Top: Nine Excellence were at pains to point out that the upgraded Turbo 'Y' pipe has yet to be painted. Typically of a flat-six 911 engine, this one is hiding its upgrades well. Methanol injection cools the inlet temperature. Additional dials for water injection and fuel pressure

“ Each burst of power is like riding a controlled explosion ”

internals to cope. The power comes from force-feeding air and fuel via twin Xona custom hybrid turbos and a fuel system running reworked feed and return lines, larger injectors, dual fuel pumps and fuel monitoring system. A fully customised intake system, plus larger intercoolers and a 90mm 9e 'Y' pipe feed a larger throttle body and intake plenum. And if that wasn't

maps from mild to wild should achieve that. Indeed, on the day and with 'just' 1000bhp on tap, this 996 Turbo trundles round quite happily for pictures and general faffing about. And we're at the wrong place for ultimate top-speed anyway. I'm sure if we were compiling this feature at Bruntingthorpe, then Faried would happily have popped in a few 200mph runs. As it



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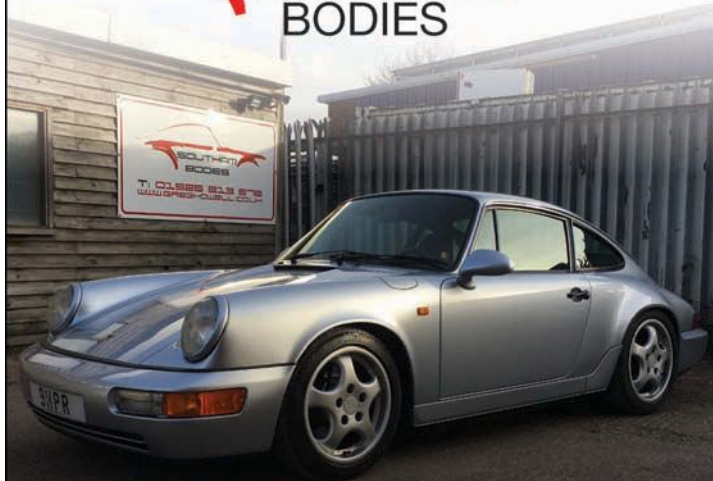
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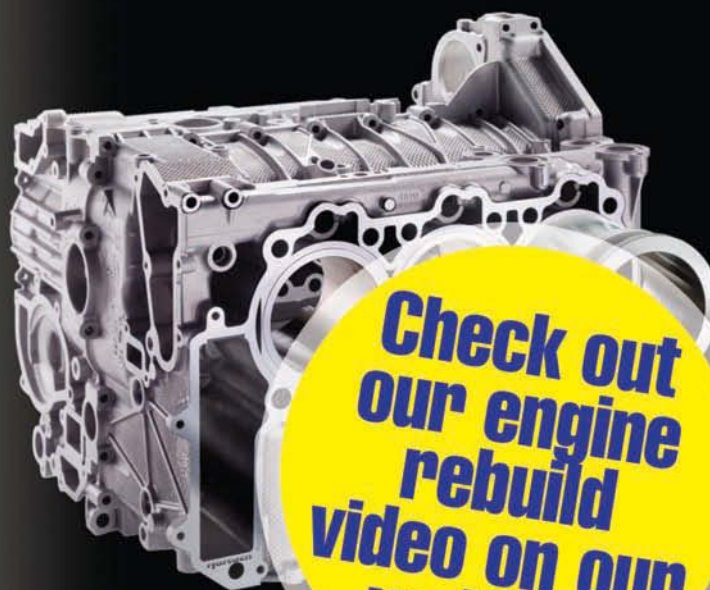
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BOXSTER ON THE LOOSE

The heart of Rob Scott's Rallycross Boxster beats to a different VAG pulse: an Audi V6, no less, which proves no less potent than the flat-six as he opposite locks through the mud, gravel and asphalt

Words and photography: Johnny Tipler

A plume of dust spews up, the purple Boxster gyrates the full 180°, but he's kept it running, slotted 1st gear, and away he goes again, scarcely losing a moment. We're at Blyton Motor Sport Park in north Lincolnshire, and Rob Scott is honing his Boxster 986 for the BTRDA Rallycross Championship. A couple of dozen of his fellow challengers are also out on this blustery practice day, a hearty mix of Mk 2 Escort BDAs and assorted hot hatches, released six at a time for safety's sake as it's a tight course, a tricky combination of Tarmac, clay mud and gravel.

Rob's is the solo Porsche. But how much of a Porsche is it? Don't be fooled by those svelte Boxster lines: all the bodywork is glassfibre, hand-crafted in a rented farm building by Rob and his hillclimbing associate, Hannah. The whole front end lifts off as a single piece that takes two to carry, while the doors are removed in seconds. As for the rear wing, that's off a 991 GT3. And the engine; we're looking not at the customary flat-six here, rather a V6 Audi unit, that's not only plentiful but robust and reliable. The championship regs allow it as it's produced by a fellow VAG manufacturer; it's 'in the club', so to speak. It's mounted in the car in a specially made tubular subframe, and like the cooling apparatus and driveline ancillaries, all the mechanicals are easily exposed by the removal of a couple of glassfibre panels. Something of a backyard special, then. To an extent, yes, but the whole thing has been carefully calibrated and specc'd, with componentry largely sourced from 9Apart where Rob works. Based at Bury, Lancashire and run by Simon Butterworth, 9Apart breaks and sells new and used Porsche parts, as well as running a Boxster in the AMWCC (Association of North West Championship Car Club) hillclimb series, and that was what inspired Rob to hand his Toyota to Hannah for her to hillclimb so he could take up the Boxster route.

'Porsche 911s were quite popular in rallycross back in the day,' he comments, 'but they've been out of it for years, so I thought a 986 Boxster would be perfect. Simon offered us a shell, and while I was building the car he gave me a job, too! I'm in Preston, about 20 miles away, so it worked out nicely.' As well as the Audi engine, some parts are 987 and 981, while the exhaust is modified 997 GT3. 'I can mix and match and try the parts in the workshop, see what fits what and then fits in the car, so it's ideal, really.'

And how come the Audi motor? 'Price, basically,







Porsche purists look away now! But hold on – Porsche has a long association with Rallycross, from Vic Elford winning the first ever Rallycross event in 1967 in a standard 911, to the Flying Turbo Finns of the '70s and '80s

because you're looking at £3-grand for a Boxster 2.5 with no guarantee, and the 2.7 twin-turbo Audi V6 was £400; that's 300bhp for £400! The 5-speed gearbox in the Boxsters is basically an Audi unit, so that fits alright, and as far as the Championship's concerned, you can put any Volkswagen or Audi engine in there so long as it has the same number of cylinders

a rechip will make 350bhp, but I'm happy with 300bhp at the moment with loads of torque, and it's pretty much perfect as it is, straight out the box, so it's pretty quick. The Audi V6 unit is quite a bit heavier, but it's twin turbo'd and the car's lost a lot of weight anyway, so you've got a decent power-to-weight ratio there as it's under a ton.'

Rob Scott and his 9Apart patrons are the

driver's door is steel just for protection, and the boot lid and one-piece front end are glassfibre, made by Hannah.' It's almost a cottage industry. 'I take a mould from the original 986 panel,' says Hannah, 'so the actual part is exactly the same shape and size, and sometimes they need tidying up a bit. I'm using the outside of the original panel as a former and applying a layer of gel coat first, which gives it a really smooth finish on the inside, so that when I take the panel from the mould it doesn't get stuck; I use a release agent, like a PVA glue and a bit of wax, so the panel's fairly easy to crack out. We had to do the front end in quite a few stages because we wanted a one-piece panel, so we taped over the edges between the bonnet and the wings, took a mould off that and then smoothed the first panel we made to the shape we wanted and put all the vents in. Then we made another mould from that, which is the perfect shape, and the front end you see is the one we made from that. And if that got damaged we could make another one easily enough. Same for all the panels,

“ The 2.7 twin-turbo Audi V6 was £400; that's 300bhp for £400! ”

Our man Tipler behind the wheel. Note fly-off hydraulic handbrake and hoses running through the cockpit as per regs. Right: Hannah fills up with fuel

as the car came with originally. So the most powerful V6 in the Volkswagen/Audi group is the twin turbo, and they're also cheap as well.' A lesson for anyone who might be grappling with the IMS bearing and scored bores conundrum. 'It's a reliable bullet-proof engine, and you can get 500bhp out of them pretty easily with bigger turbos, even

first operation to take the Audi V6 route. Construction work has taken place in a friend's farmyard barn, which Rob shares with Hannah. 'We build our cars from scratch; that's everything including roll-cage, all the fabrication work, suspension and body panels. The rear quarters and passenger door are carbon Kevlar, the





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OK, so there's not much of the original Boxster left, just the central floorpan/tub, windscreen and A-pillars, plus front and rear shock towers

we've got all the moulds so if anything gets damaged we can have another one made soon enough.' A closer look at the car reveals that its front and rear quarters are slightly wider than the hull. 'We widened it a bit so we can fit wider wheels like these from Team Dynamics,' Rob tells me, 'and the arches are bigger than the standard Boxster, too. The rear spoiler's off the latest 991 GT3, so I borrowed that and Hannah took a mould off it for the Boxster. She's a dog groomer by trade but a good car mechanic in her spare time!'

It's taken two years to build, and there's not much left of the original 986; it's basically just the floorpan and tub, the windscreen A-pillars, plus front and rear shock towers. Everything else is attached to

that by subframe and brackets. The radiator has shifted from the front of the car to lie flat in the luggage compartment, so it's behind the front axle line and thus well protected from on-track incidents. The original engine base has been cut out and replaced by a subframe that cradles the engine, a solution that's proved convenient for maintenance. 'I've actually done the cam belt and the water pump in the car,' says Rob, 'because you can see the whole engine and you can get to everything, and you don't need to drop it out, you can even swap the heads without taking it out of the car, whereas with the original flat-six, you've got to drop the engine to do anything. If I did need to drop it out it's easy enough because it's just standard Boxster

subframes and the big tube-frame, which will drop off in one go.' Gleaming in purple and gold, the car is comprehensively stickered up with decals featuring 9Apart and other component suppliers and benefactors like The Gear Box (thegearboxbrand.com). The spider logo prominent on the rear lights represents the race team: 'Angry Spyder Racing is our rallycross team name,' reveals Hannah.

There are seven rounds in the BTRDA championship – that's British Trials and Rally Drivers Association – and that's what Rob intends to concentrate on this season. 'Basically it's the entry-level rallycross series, and it's a lot cheaper to do than the British, the entry fees are cheaper and the rules are less strict.' Rob started off doing

Below: Team Rallycross Boxster, left to right: Hannah Bickerstaff, Rob Scott, Lucy Scott and 9Apart's Simon Butterworth





No, it's not pretty, but that's not the point. More so than most race cars, Rallycross machines are built to do a job and in rough conditions, with plenty of chances for contact

autotests in 2007 in a '65 Karmann Ghia, moving on to rallycross in 2012 in his 1600 Toyota, with plenty of road rallies thrown in. 'As a rallycross car the Boxster is quick and it goes really well, it's a bit different to the Toyota which was front-wheel drive and 90bhp, as this one is rear-wheel drive and well over three times the power, but it grips well in the dirt because all the weight's at the back end, so you can chuck it in sideways and it's well balanced and controllable.' It's already a proven winner, as Ben Butterworth (Simon's son) took a surprise win in a BTRDA rallycross at Croft last year, having never driven the car before. And now, at Blyton, other BTRDA insiders like snapper Sarah Hall were already speculating that this car could take the 2017 title.

The Boxster's tyres are Michelin racing wets. 'Even though it's a dry day they work quite well in the dirt because they're really soft; they just don't last that long! They're a pure race tyre, a wet compound, so they stay soft all the time and in the cold, too.' Rob does a couple of sessions on-track and then tweaks the fuelling and the castor settings in each break. 'We're finding we're

getting a lot of understeer, especially on the dirt, so with adjustable fork arms we can put loads more castor on it so it really turns in on the dirt now, so it handles miles better than it did last year, and there's plenty of power, which is why I spun two or three times! I just wanted to take it to its limits, and because they were all slower production cars behind me I knew I would

than a race car because it's a bit higher than a normal Boxster, although the suspension is stiffer, so we've achieved a good compromise between Tarmac and dirt: you don't want it set up like a forest rally car where it's jacked up on big off-road tyres because that wouldn't be suitable for the Tarmac, and then you don't want it set up like a GT car because you won't be

“ BTRDA insiders are already speculating that this car would win in 2017 ”

be able to lose it and get going again before they caught up. I wanted to see whereabouts it gripped, too, and how it feels when it lets go as well, because most of the time on rallycrosses it's wet and dirty, and you're basically out of control sliding around on the mud, so you want to be able to feel how it's going to handle when it loses grip. It was controllable once it lost its grip, so it was good. It does roll a bit more

competitive on the dirt either, so basically the power overcomes the handling issues.'

I get to have a go, too. I don my Peltor lid and re-enact my acrobat role to clamber through the rollcage tubes, snuggling into the Corbeau chair. The four-point Ricco harness does up simply, and Rob shows me the fuel pump/ignition switch and starter button to my left on the centre console. I notice the in-your-face metallic-pink fly-off

Rough with the smooth: Rallycross mixes Tarmac with loose sections and grip levels that change throughout the lap





Rob's team make all the body panels themselves. The rear wing is from a GT3. Rob works at 9Apart, so no problem sourcing bits then!

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Below: Interior is purely functional. Right: Audi twin-turbo V6 is boxed out of site. Large intercooler sits under the rear wing

handbrake lever adjacent to the gear-knob, a crucial control in this discipline. The matching dished Momo wheel feels purposeful, the pedals nicely placed for my Pilotis to dance on. I fire up, and the V6 is quieter than I expected, no doubt muffled by the turbos. Only when I rev it beyond 3000rpm does it start to proclaim itself as a rally rascal. I slip into 1st, back off the clutch and we're rolling. It feels different to a regular 986, obviously, as the suspension's worked over, the wheels are

of the mud-bath there's no question that the mid-engine chassis gives greater balance, while aspects such as ride-height and traction are spot-on for this unruly exercise. It's quite a severe transition where the course crosses from one material to another. This way and that I slither, hopping off onto dirty Tarmac for a quick spurt through rapid succession right-left-right and back onto the track part. It's a complex course, and I misroute several times trying to learn the way round between the cones.

as you hit the dirt after the high-grip Tarmac the car is skating on top of it, so you've got to set it up on the Tarmac before you hit the dirt, because if you were sideways on the Tarmac, when you hit the dirt you would be totally out of control, and vice versa, coming off the dirt if you're too sideways and then you suddenly get plenty of grip it will snatch it back and probably spin you out, so you've got to get it straight again.' And is he using the brakes? 'Mainly on the Tarmac, on the dirt you don't really use them; you just use the power and just drift it in. The hydraulic handbrake comes into play quite a lot, too. Most of the time I'm just touching the handbrake so it unbalances the car, gets it sideways a bit, and then I power over that and it will drift through the corner. For almost all the corners I'm touching the handbrake to get it round, balance it on the throttle, give it a little bit of handbrake, slide the back out and then just drift it round the corner.'

Rob goes off again, in amongst the hoolies in their Escort BDAs, Suzuki buzz-boxes and Prodrive-lookalike Imprezas. Whilst the Escorts tramp axes and in some cases take to the scenery, the Boxster looks assured and powerful. I'd say there's every chance he could lift a trophy or two. Audi-you-like-that, then? **PW**

“ You've got to set it up on the Tarmac before you hit the dirt ”

wider and it sits higher, while power delivery is different in that there's muscular grunt rather than revving rush. Sort of baritone rather than tenor. Turn-in is dead accurate though I think I'm using more muscle to turn the wheel than in a regular Boxster. That'll be those wet weather tyres, probably. On the black stuff it's as slick and quick as a 986 S, and as I pitch left onto the grey ooze

This muddy bit or that sandy bit? But it's sufficient to know that this is a very competent car and just right for this branch of the sport.

Five out of ten for effort, Tipler. Back in the paddock, Rob fills me in on his driving techniques for the not-so-gentle art of Rallycross. 'The loose is really loose, basically pebbles, dirt and sand, so as soon





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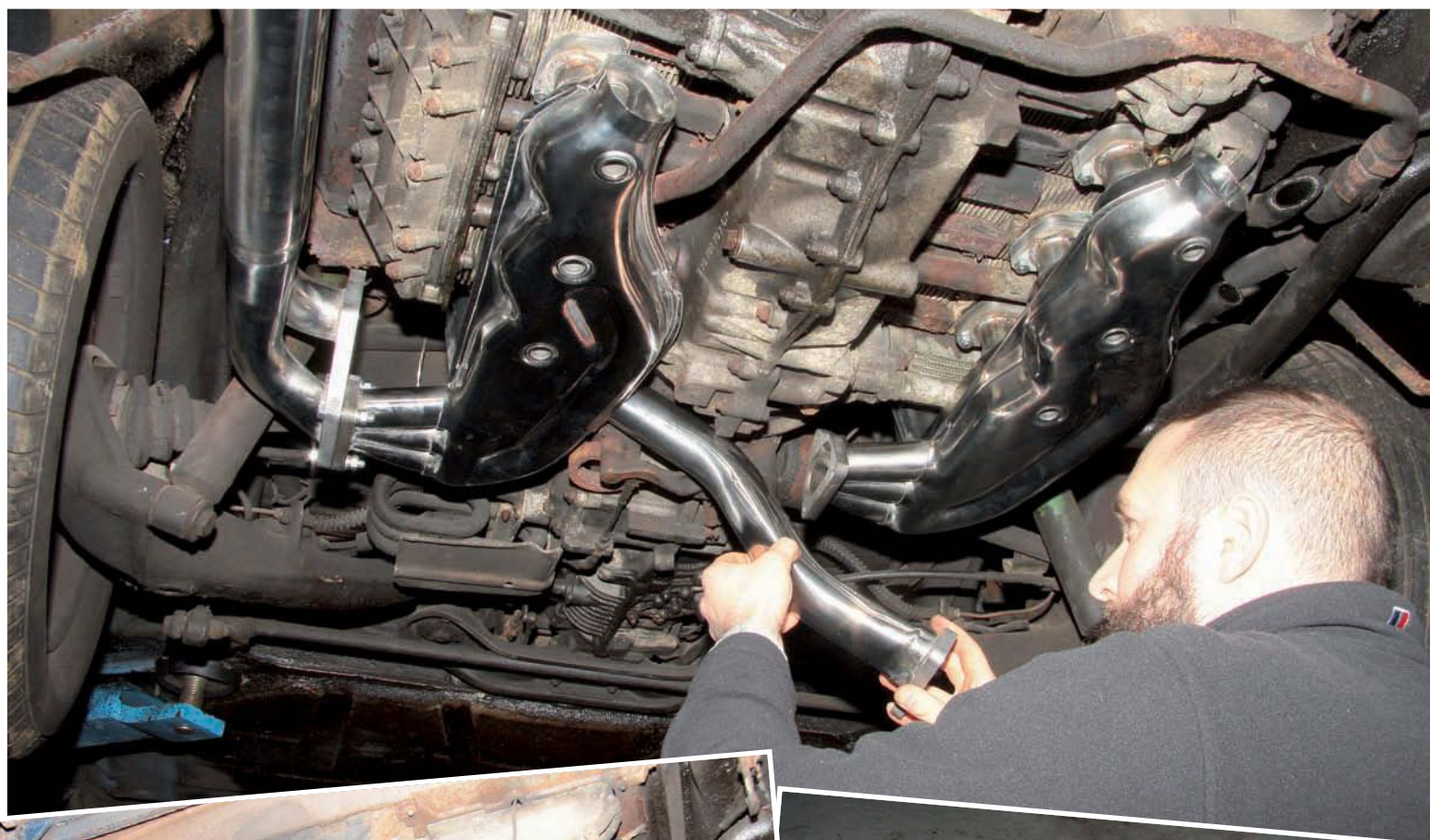
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TECH: HOW TO

PIPEDREAMS – OR NIGHTMARES?

Whatever your reasons for fitting your air-cooled 911 with a new exhaust system, first you have to remove the old one – which might not be quite as straightforward a task as you would hope. Fear not, though: this five-page guide will stack the odds in your favour. Story and photographs by Chris Horton



One of the most distinctive external features of the air-cooled 911 engine has to be its exhaust system. It is also one of the most popular areas of the car for not just performance modification, but also for what amounts to cosmetic upgrading. Which is a little strange, if you think about it, because once you have

installed it – most likely at not insignificant expense – the only time you will see more than the merest hint of tailpipe is when the car is high in the air on a garage lift.

No matter; we all love a bit of bling. And few, if any, exhaust systems offer more potential for that than the serpentine but also ingeniously compact tubing via which the classic flat-six's combustion gases are

released into the atmosphere. Just look at the transformation wrought upon this 1984 Carrera 3.2 Targa – currently undergoing a far-reaching renovation process at WP Automotive in Oxfordshire – thanks to a pair of Dansk stainless-steel heat-exchangers, and the same maker's crossover pipe and so-called pre-silencer, also in eye-catching and obviously entirely

Removing your ageing 911's exhaust might not be the easiest task, but replacing all that rusty metalwork with genuinely fit-and-forget stainless parts from Dansk is immensely rewarding

The easiest and quickest way to deal with the old exhaust system, almost certainly destined for the scrap bin, is to cut it where possible, leaving the manifolds alone (which double as heat-exchangers, of course) secured to the underside of the cylinder heads. Each will (or should) be retained with three ordinary nuts, and three special barrel nuts with hexagonal socket heads, the latter accessible through the tubes provided in the heat-exchangers – you will need an 8mm Allen key for those, preferably with a ‘T’-handle, as here; a ring spanner slipped over it will help apply even more leverage. Chances are those will come undone relatively easily, but even after the application of heat the ordinary hex nuts will probably be seized enough either to unscrew the studs from the heads, or else simply to shear them. Note use of a hammer and heavy brass drift to ‘modify’ heat-exchangers sufficiently to gain a better angle with your socket. Even with all fixings removed, though, they will need gently levering to persuade them to part company with the cylinder heads



rust-proof stainless. Well, why fit anything else, and potentially have to do the work again at some point in the future?

As usual with these 911 & *Porsche World* how-to features, the jury might be said to be divided on whether you can realistically tackle this particular job yourself. In theory, at least, it requires no special tools, simply

the facility to raise and safely support the car high enough to give you adequate access to the underside of the engine. In practice, however, and unless you are very lucky, you will most likely encounter one or more broken M8 studs via which the two heat-exchangers (that is to say, the exhaust manifolds) are secured to the cylinder

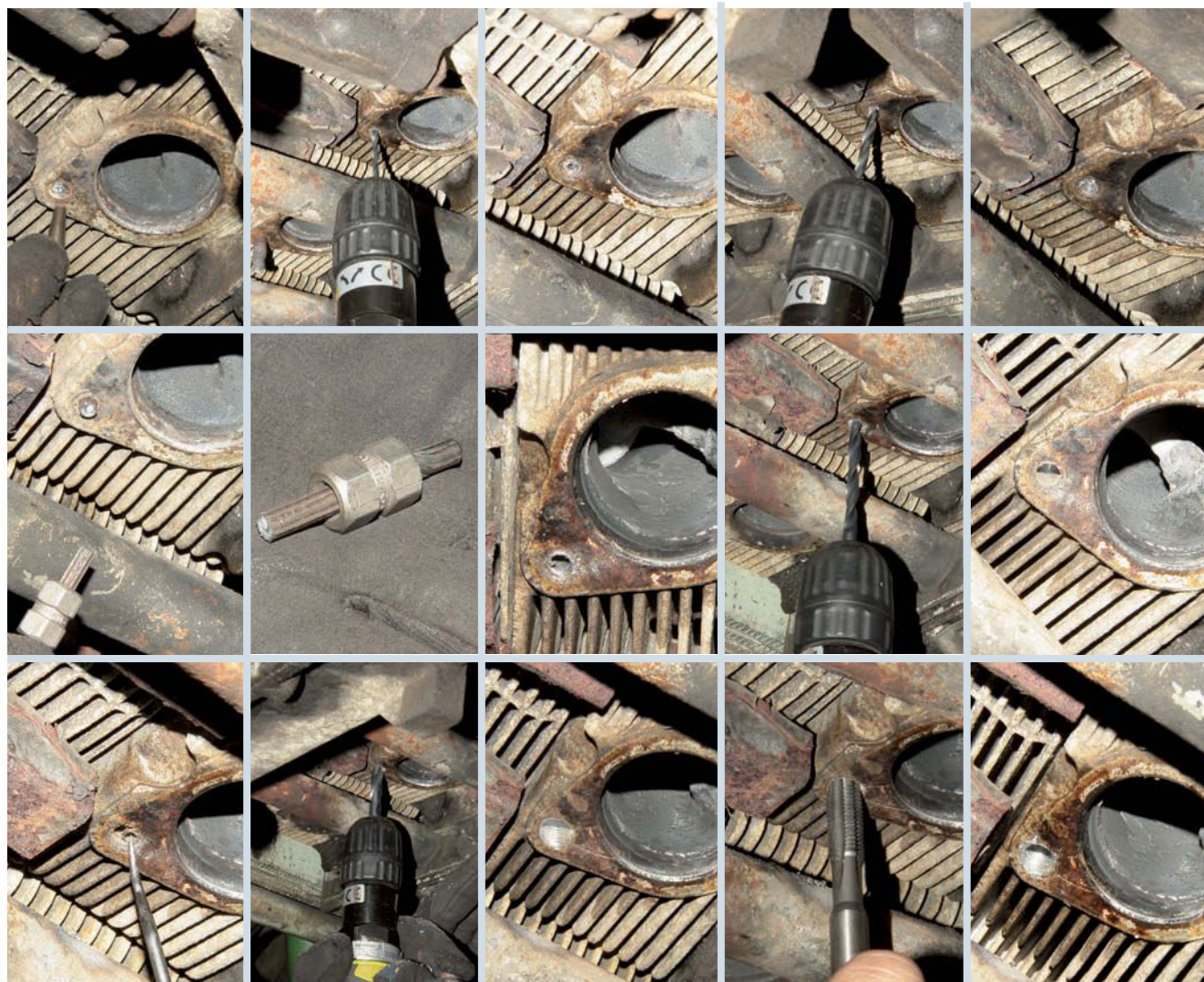
heads – although even that need not be the disaster it might at first seem; see page 121. Either way, once you have seen what is involved you can – we hope – make your own decision on that one.

Man on the spanners for us this time is WP Automotive's proprietor, Will Palmer – a time-served former technician at a VW

Neatly timed ‘action’ shot of two gaskets and a cloud of rust particles in mid-flight shows that ultimately you just have to pull, ideally without then having the heat-exchanger suddenly fall on you. Most likely it's just the spigots that locate inside the ports in the cylinder heads that are keeping the manifold in position. If you are lucky any remaining studs can be unscrewed with a self-tightening extractor (far right), but chances are high that one or more will be stuck securely enough to break



TECH: HOW TO



How you – or your chosen specialist – will deal with broken or damaged studs will depend on a number of obviously variable factors. In this case Will Palmer first tried drilling and hammering in a special fluted rod, and then attempting to rotate that with the matching hex nut supplied with it. Unsurprisingly the hardened and thus essentially brittle rod snapped, leaving him with an even bigger problem (see text). Remaining offenders, then, were carefully dot-punched and drilled out in their entirety, allowing them to be tapped to take a thread-reclaiming insert. Will drilled entirely 'freehand' (because he can...), but the special jig available from Stomski Racing (see the panel on the opposite page) makes it a repeatably precise process for those of us who are not blessed with the necessary hand/eye co-ordination

dealership, a long-standing Porsche and classic motorcycle enthusiast, and from our own observations a young man who does things properly. Also in his well-equipped workshop at the time of our visit was a customer's 996 Carrera 4 Cabriolet, a Jensen Interceptor to which he had recently fitted Jaguar independent rear suspension, and a mouthwatering collection of Ducatis – and even a tidy little BMW R45 bike which by the

time you read this may have been bought by a former Porsche-owning friend of mine.

Oh, and just so we are clear: this Targa is very much a work in progress. Hence the apparent discrepancy between that shiny new exhaust system and what is frankly a still rather down-at-heel engine. The new pipework you see here will be coming off again for Will to fit replacement oil-drain tubes – another in-situ job that we plan to

cover – and in case you are wondering why we have shown no main silencer being fitted, that is because Will's customer has not yet chosen one from among the many types available. The car is also going to be fitted with a rear-mounted oil-cooler conversion that has become something of a speciality for Will. Look out for a full story on that, as well. Onward and upward, as the saying goes. Enjoy! **PW**

Will chooses to use Helicoil inserts, which as the name might suggest are essentially tiny coils of specially shaped wire whose outer size and profile matches the thread in the head (or any other hole to be repaired), and whose inner size and profile takes the standard M8 thread of the replacement stud. The idea is that you wind the coil in with the special tool provided, before breaking off the small tang provided for that purpose. Thread-locking compound makes sure it stays put. Würth Time-Sert works on a basically similar but in practice slightly different principle, with each insert essentially a slightly tapered tube



Now comes the fun part: fitting all those shiny new components from Dansk. Buy a complete set of nuts and gaskets before you start, too, rather than attempting to use any of the original items. Just as the old heat-exchangers probably needed to be persuaded free, so the spigots on the new ones will require easing into the exhaust ports in the heads – albeit rather more scientifically, of course. It's OK to tap the flanges with a (brass) drift, as here, but use no more than hand pressure against the underside of the heat-exchanger in order to avoid marking it – although perhaps a piece of wood, wrapped in soft cloth, would be permissible in extremis. Fit barrel nuts through tubes provided; ordinary hexagonal devices fit on the 'open' studs nearer the centre line of the engine



THE APPLIANCE OF SCIENCE

Unsurprisingly, given the very demanding environment in which they had spent their working lives, two of this car's exhaust-manifold studs snapped as Will Palmer was attempting to undo the securing nuts – and that despite the obvious precautions of first applying to them plenty of penetrating oil and then localised heat from a gas torch.

The solution, as is usual in these disappointingly common circumstances, was carefully to drill out the remains of the offending stud, and then to fit an appropriate thread insert – here of the Helicoil pattern rather than the Würth Time-Sert favoured by many other Porsche specialists. See the relevant photographs for details.

Before that, however, Will also tried a fluted stud extractor, of the type made by German manufacturer Stahlwille. Basically, you drill into the stud, as per the usual Helicoil/Time-Sert route, and then hammer in a special ridged or fluted rod. This both grips the inside of the hole and is then turned by means of a matching hexagonal 'nut' that slides over the free end.

Well, that's the theory, anyway – but as so often happens (in my experience with these so-called 'Easy-Out' extractors, anyway) the stud was so firmly corroded into the light-alloy cylinder head that the rod simply broke. And since by definition it is made from essentially undrillable hardened steel, it left arguably even more of a problem.

The only 'proper' engineering solution would have been to have the offending material, ie both stud and extractor, removed by a process known as spark erosion, either with the engine in situ, or by taking the head(s) alone to the same suitably equipped specialist. But Will's pragmatic – and in truth no less acceptable – answer was skilfully first to build up the barely protruding end of the extractor/stud with weld, and then to weld to that a short length of new M8 studding.

Quite often the heat from that process alone can be enough to start the stud moving by the conventional methods (that is to say, a couple of nuts locked together, or a grip-type stud extractor), but understandably Will quit while he was ahead. The resulting repair – one of half a dozen securing points for each heat-exchanger – will be more than strong enough to do the job.

Whichever way you tackle a repair such as this, however, the key to a successful outcome is accurately drilling the stud to start with, by first grinding the surface flat and then dot-punching the exact centre – and then, no less obviously, entering at the correct angle and to the correct depth.

Some of us – the author NOT included – have good enough eyesight and motor skills to do that freehand, as it were, but it's always better to use a jig of some description.

Back in the September 2016 edition of the magazine we showed such a device in use on a 996 cylinder head, itself famously prone to corroded manifold fixings (which in that example are M8 screws rather than studs and nuts, as here). It's made by Stomski Racing in the US, and crucially was designed to facilitate not just on-the-bench repairs – which is what we showed in that story – but also to allow the job to be done with the engine still in the car.

And the good news is that Stomski offers an equivalent device for the air-cooled engines, too, and once again allowing in-situ repairs; it carries the reference SR065. It locates against the cylinder head by means of the appropriate bushing (a full set is included, for cars/engines up to and including the 993) inside the exhaust port, and is then firmly secured using the stud/hole on the opposite side to the broken one.

Also included are two left-hand-spiral drills – which can themselves help to ease out

the remains of any stud, of course – and a standard right-hand-threaded M8 tap. That alone should be sufficient to create a new thread in the cylinder head, and thereby avoid the need for any kind of additional insert, but obviously once you have a clean and accurate hole it would be a relatively simple matter to enlarge that as necessary for your chosen type.

Additionally, Stomski includes in the latest versions of the toolkit a specially designed stainless-steel 3/16-inch drill guide with one end opened out to 8mm to slip over and locate on as little as 1–2mm of a broken stud – either as a standalone jig, albeit potentially slightly more awkward to use than the full kit, or as an additional level of security and accuracy when tackling a cylinder head in which both studs have snapped.

The SR065 kit – which we hope to try for ourselves in due course – costs just US\$299 (plus \$18 for the SR065D drilling guide for 'retro-inclusion' with an earlier kit), and you can find full details, together with plenty of information on Stomski's many other must-have tools and accessories, at www.stomskiracing.com.



Like the equivalent M96/97 kit that we featured in a how-to story last September, this special jig from US manufacturer Stomski Racing dramatically simplifies the tricky task of drilling out broken exhaust-manifold studs, especially with the engine still in the car (as here). Anodised discs are designed to 'index' the device over exhaust ports of varying sizes used in these motors

TECH: HOW TO



Once both heat-exchangers are secured, fit the crossover pipe and then, to its free end, the special coupling that will seal it into the flange that connects it to the pre-silencer (see pics at bottom of the page). Once again use all new nuts and bolts, preferably in stainless steel. Length of this caption shows how simple the task should be!

THE KNOWLEDGE

The two heat-exchangers for this car, together with the crossover pipe and pre-silencer, were supplied by Dansk – which now owns the American SSI brand, itself famously a long-standing manufacturer of stainless-steel heat-exchangers for air-cooled 911s. For an overview of the full range, including gaskets and other fittings, go to the Design 911 website at design911.co.uk, or to Euro Car Parts at eurocarparts.com. The two other UK distributors are Roger Bray in Devon (rogerbrayrestoration.com) and Tech9 on Merseyside (www.tech9.ms).

As a rough guide the four main items shown here, together with fittings and other sundries, typically retail for a total of around £1500 including VAT. (Don't forget the cost

of the main silencer, NOT included here.) Installation times will vary depending on what other work is required (not least any thread repairs, of course), but reckon on a minimum of around eight hours in the hands of a professional such as Will Palmer, and probably longer if doing it yourself.

Tools and equipment, as we suggested at the start, can be as few as a set of spanners and sockets (bearing in mind both the inherent inaccessibility and specialist nature of the heat-exchangers' securing nuts), plus screwdrivers and/or prybars, and a hammer and a brass drift for first 'reshaping' the old exchangers for better access to some of those fixings, and then gently tapping home the new units.

A hacksaw and/or an angle-grinder will be handy for quickly removing the old exhaust parts – assuming that you will be discarding

them, of course. A good gas torch might provide enough heat to start the old nuts moving, but oxy-acetylene gear – if you have it and/or know how to use it safely – will be more effective. You will also need an 8mm 'T'-bar hexagonal key of the correct length to deal with the three barrel-type fixings on each side of the engine, which are reached via tubes through the heat-exchangers, plus your chosen thread-insert kit.

WP Automotive, with whom we plan to do more of these how-to stories in future editions of the magazine – not least on this same 911 Targa – is at Unit 3, Littleworth Industrial Estate, Wheatley, Oxfordshire OX33 1TZ. That's just to the east of Oxford city, to give it some geographical context. Call 01865 876322 or 07966 645742, or go to www.wpautomotive.co.uk.



Fit flange to the end of the crossover pipe (top row, far left), but at this stage don't tighten the coupling (bottom row of pics, middle). That must wait until the pre-silencer is in position, so that all the components are correctly aligned. And this (left) is what you should end up with. Obviously this car still needs a main silencer, to connect to the free end of the pre-silencer, but that will have to wait until the customer has decided what he wants – and not least until various other jobs have been attended to on this engine, including new oil drain tubes

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RPM SPECIALIST CARS

Aiming to put the personal touch back into Porsche servicing and repairs, we drop in on RPM Specialist Cars of Harrogate and discover a thriving business and client base

Words and photography: Brett Fraser



Newish modern Porsches with low mileages require only routine maintenance and an official stamp in the book, and it's all that many owners of those cars actually care about. Which leaves the market wide open for small, attentive, friendly and expert independents to cater for the needs of the rest of us. Which is a thought that occurred to Andy Meeking and Nick Roberts about 13 years ago.

'We were both working for a main dealer,'

recalls Andy, 'and got the impression that things were getting too big, too impersonal: it was the same with a lot of the large corporate outfits, that the personal touch had gone missing. It used to be there, but with the money men in charge there was no longer the time or willingness to treat customers as individuals and to learn what it was that they were really after, what the problem really was.'

'And from an owner's perspective you want to meet the guy who is working on your car, talk to him about what's wrong and how it might be fixed: the corporate

world removed that interaction.'

Figuring that old-fashioned working practices still had some validity in the modern world, especially amongst clients with older Porsches, Andy and Nick struck out on their own, basing themselves in a small garage a few miles outside Harrogate, North Yorkshire. But with customers quickly discovering that their business ethic was one they connected with, the pair was soon on the hunt for larger premises.

'It didn't take us long to find another location,' recalls Nick, 'and it was only just down the road. It was the last unit available

RPM's race 968 heads up a line-up of mostly modern Porsches, outside the company's North Yorkshire base. Not that they're strangers to the air-cooled cars. But with many being only lightly used these days, not so many tend to drop by the RPM workshop



Andy Meeking, one half of RPM's founding duo. Like so many independent Porsche specialists, Andy cut his teeth in the Porsche main dealer network

RPM's workshop space is as immaculate as you would expect of a business dealing with high-end Porsches



in a new-build development and was completely hollow and empty inside. It took us six weeks to fit out and equip, and every evening and weekend was spent painting.'

In more recent times the chaps have once again had to break out the paintbrushes, as Andy explains: 'A couple of years ago we reached the conclusion that the sales side of the business had expanded to the point where it needed a dedicated area. So we decided to create a small showroom downstairs with offices above – so for a while we were fixing cars by day, and being builders by night. But in making this space we also robbed ourselves of the hidden storage area in which we had been collecting the crap of ages, you know the sort of stuff you just can't bring yourself to throw away and keep "just in case" one day you may need them; it all had to be either disposed of or a new home found for it...'

Andy and Nick still consider the sales side of RPM Specialist Cars of Harrogate

as their newest venture, despite having started down that avenue back in 2011. However, back then servicing and repairs were their primary focus, while sales was an interesting aside to the core business. But things have quietly grown, almost as background noise, until now they currently have up to 15 cars in stock at any one time.

time preparing the cars to sell huge numbers of them. 'But we much prefer it that way. We wouldn't want to be selling a car in which we didn't have 100 per cent confidence. It takes years to build up a good reputation but it can be quickly undone by a duff car. And we've got too much pride to be trading in anything but the

“ The thing is, the pushy salesman approach isn't in our genes ”

'Even so, that's still only about 10 per cent of our business,' Andy reveals. 'We see 50 to 60 cars come through the workshop on the service side. The thing is, the pushy salesman approach isn't in our genes, we do it from a mechanic's perspective – good, honest and straight-talking. We probably spend a little too much

best. You've really got to look after your customers and if you get it right, they'll be selling your next car for you.'

'Pretty much all of our sales cars we own – but we're happy to take on a car on a sale or return basis,' chips in Nick. 'Increasingly, though, customers are asking us to find their next Porsche for them, because they know



RPM has been in sales since 2011. Starting small, they now have a dedicated sales area and generally have 15 cars in stock at any one time

TECH: SPECIALIST



Getting all four wheels pointing in the right direction is essential on a Porsche. RPM use the very latest Beissbarth suspension diagnostic/alignment rig for set-up work

that we've got a constant eye on the market and they trust us to find a good example. And then sometimes they have their old car to sell on, which is one that we'll have looked after and therefore know is in sound condition.

'Finding good quality cars is interesting but also time-consuming. For instance, we

days tends to be with the newer water-cooled models there is certainly no lack of desire for, or experience of, earlier air-cooled Porsches – in fact, it was on these that Andy completed his training as an apprentice with Porsche. Nick expands: 'Top-end classics are now a highly specialised area of the

three 996 Turbos and at the moment we're waiting for a customer to come to collect our Cayman R. It's been a busy start to the year: we sold seven cars in January alone. We also get involved in race car preparation, as you can see from the Boxster up on the ramp and the 968 parked out front. While we know we're not the cheapest around, we also know we're not the most expensive: we like to think that we offer great value for money.'

While Andy and Nick would be happy to talk for hours about Porsche sales, they're equally keen to point out that servicing is what they have built RPM around. The pristine condition in which they keep their sales cars is reflected in the standards of tidiness and cleanliness evident throughout the company's large workshop. In fact, Andy's sweating a little because they didn't have time to repaint the whole of the floor before our arrival, but even so, we'd have

“ So many air-cooled cars are being wrapped up as investments ”

recently endured a fruitless 14-hour round-trip with our truck up to Fort William in Scotland to see a car that wasn't all that it was claimed to be. Our customers don't hear about that side of things but if a car isn't up to our high standards, we will walk away.'

Although the majority of RPM's work these

market and so many of the air-cooled cars are being wrapped up as investments. However, we do love to work on the ones still being used and enjoyed.

'And it's not as though the more modern Porsches are short on appeal or high drama. Just before Christmas last year we sold



Far left: If only 911&PW's toolbox were as well organised! Left: The classic 'just pretend you're doing something for the camera' pose

Right: Nick Roberts, the other half of the RPM founding duo. Below: Race car prep is another string to the RPM bow



still been happy to lie down on it.

All the equipment neatly arranged around the walls looks comparatively new, and it includes a Porsche dealer-standard Beissbarth eight-camera suspension alignment rig, and the latest diagnostics machines. RPM offers an engine rebuilding service and can handle the refurbishment of most types of gearbox, although there are some that it contracts out to trusted partners. Body repairs aren't something that RPM gets directly involved with, but again it has contacts with partners whose working methods echo their own.

'The way we like to operate, which goes back to why we started this business,' enthuses Andy, 'is to give expert service and advice, not just a faceless repair. So when customers come in we will put their car on the lift and walk around it with them, explaining what work is urgent and what could wait until a little bit further down the line. That allows them to plan and spread the cost.'

As passionate as Nick and Andy are about Porsches and customer care, they both concede that as far as the digital age goes, they've largely kept their heads in the sand. 'We have had a website and even online booking,' states Andy, 'but we may not have been making optimal use of them. But that's all changing now that we have a marketing expert to help us. With Alison

quarter, too, where friends and customers can just pop in for a chinwag. Another small innovation is that we've negotiated a special rate at the local five-star boutique hotel, The General Tarleton, to help out customers who are coming to visit from distant places.'

Which just happens to be an excellent idea for anyone thinking of a mini-break.

“ We explain what work is urgent and what could wait a little bit ”

Kaye's assistance we now have a brand new website with features offering showroom alerts and expert tips to help improve our service to customers online, plus a better presence on Facebook and Twitter.

'We're going to send out a quarterly digital newsletter and host open evenings each

Drop your car off at RPM and then fill your day sampling the delights of nearby Harrogate. Spend the night at The General Tarleton, then explore the stunning scenery and superb roads of North Yorkshire. Sort of what Porsches were made for, don't you think? **PW**



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It's no surprise collectors and investors alike are snapping up these highly sought after 911 Carreras. The 911 3.2 is a modern classic which you can drive every day and we've been lucky enough to get our hands on one in pristine condition. The 3.2 Carreras have increased in value over the last few years and we believe they are a great investment opportunity that could not only make you money but one you can enjoy as well. Our featured model boasts the highly desirable G50 gearbox plus the 911 sport pack which includes the iconic 'whaletail' rear wing and front lip spoiler, other features include sport dampers, sport seats and black 16" Fuchs forged alloy wheels.



“Living up to its solid reputation for quality and reliability, the Carrera still remains an engaging drive and a practical usable sports car”

Through the years

1984 The 911 takes a significant technology advance from the mechanically operated fuel injection system of the 3.0 sc to the 3.2-litre flat-six boxer engine with electronic Bosch L-Jetronic injection. Power increased to 231 horsepower achieving a maximum speed of 150 mph.

1985 New style seat design with electrical height adjustment.

1986 Seats were lowered by 20mm and central locking became a standard feature. New dash panel with face level and side vents.

1987 New Getrag G50 transmission, with improved shift linkage, stronger internal components and a new hydraulic clutch. Fog lights integrated into lower front fascia.

Previous owners

Originally supplied by Porsche Maltin, Henley on Thames in August 1987. Previous owners (of which there were 6) have certainly taken extreme care in maintaining this tidy classic, everything is fully operational, even down to the finer details like the headlight washers and the engine bay compartment light. There are no signs of rust or corrosion in the usual places such as the kidney bowls or sill areas and the engine is in immaculate condition which includes a recently refurbished cooling fan, plus a touch of detail for the enthusiast is the special order retro oil filter finished in classic Porsche red. Our featured model not only has an extensive service history, the previous owners have kept past invoices, MOT certificates and even old tax discs. It's a joy to see true fanatical attention to detail.

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PROJECTS

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THE TEAM

STEVE BENNETT

996 C2/944 LUX

After getting an MOT on the 996 back in Dec last year, I've actually been using it quite a lot.

And, as you can see opposite, I've completed the suspension mods, with help from Eibach and RPM.



KEITH SEUME

912/6 'EL CHUCHO'

Finally! Following a trip back to the rolling road, the fuel mapping is now done, and the car is running like a dream at last. It even starts from cold and idles like a real Porsche. Roll on the summer.



CHRIS HORTON

924S, 944

A minor mishap for the 944 saw it blowing its rear silencer apart on the M25 – as exciting for the bloke behind as it was for me – but I had a replacement in stock, and on the car just a day later. All good fun!



PETER SIMPSON

911 2.7 TARGA

Anyone have any cheap Teledial or Cookie Cutter wheels for sale? I need a set to roll the Targa around on. Send me an email: peter@chpltd.com. Also looking for some pre-'73 dash parts. Anyone?



BRETT FRASER

BOXSTER 3.2S

You can read more about it in the next issue, but I finally got round to having the Boxster's tracking and alignment sorted. Unsurprisingly, the car now drives much better. It is, though, too late for the front tyres.



JOHNNY TIPLER

996 C2

Trips to Yorkshire, Lincolnshire and Dorset confirmed what a fine drive the 996 is, now that Autofarm have had a sort out. Peace of mind with their new IMS roller bearing installed, too.



ANTONY FRASER

911SC, TRACTOR

So with the 996 GT3 sold, I can concentrate on Mrs Fraser's 911 SC. First job is to sort the gearbox. Along with 911&PW tech guru, Chris Horton, we're going to have a go at it ourselves. Wish us luck!



(SUSPENSION) ARMED FORCES

Looking to replace the suspension arms on your 996/Boxster or 997? Eibach and RPM have come up with a neat, serviceable and adjustable 'coffin arm' that's also cheaper than the OEM item. Bennett gets a set fitted to his 996 Carrera C2

STEVE BENNETT

944 LUX/
996 C2

Occupation:
Editor,

911 & Porsche
World

Previous

Porsches: 911

Carrera 3.2, plus

numerous 944s

Current

Porsches:

944 Lux/996 C2

Mods/options:

944: Augment Automotive ECU and camshaft, Koni dampers, 996 C2: Eibach springs and suspension bottom arms

Contact:

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ltd.com

This month:

Suspension work is complete, with the addition of Eibach/RPM suspension arms





On the ramp at RPM Technik, a familiar scenario for Bennett's 996. But this time it's for improvements rather than 'must do' maintenance

Below: RPM Technician, Dan, is very familiar with the nether regions of Bennett's car. Here he's fitting up the new Eibach/RPM lower suspension arm

Hurrah for the aftermarket. Long after a manufacturer has lost interest and is at least two model generations down the line, there is a hardcore army of specialists coming up with fixes for unforeseen issues or taking what purports to be a non-service item and developing it into, well, into a serviceable item...

Take Porsche's ubiquitous bottom suspension arm or 'coffin' arm as it's generally referred to. It's a feature of every modern water-cooled Porsche sports car and first seeing service on the 986 Boxster and 996 model 911. It's fundamental to the suspension design, playing the supporting role to the uprights front and rear. It's probably the suspension component that takes the most abuse and the one that's first to wear out. Indeed 'coffin' arm replacement was one of the first 'How to' guides on the 986/996 generation of Porsches that we covered in *911&PW* as the first of the early cars started to get a bit creaky in that department.

A slow trickle turned into a flood as it became apparent that longevity wasn't a prerequisite for this non-serviceable component, which can wear out through both age or use. With most of the *911&PW* fleet now consisting of Boxsters and 996s, we have become more than familiar with coffin arm replacement and frustrated that the entire arm has to be replaced rather than just the bits that have worn out, which are namely the ball-joint and the bushes. You know when your suspension arms have had it, because the handling and steering starts to get a bit wooly and they can make all sorts of tired noises. A modern Porsche's



TECH: PROJECTS



The result of a collaborative effort between Eibach and RPM Technik. This is their answer to OEM lower suspension arm woes – a fully serviceable and adjustable unit, which offers an extra +2deg of camber above and beyond the OEM offering

suspension is really quite complicated and relies on a myriad of arms, roll bars and bushes. For it to be at its best, these need to be in good shape.

And Porsche has history with this sort of thing. Although lasting a good deal longer than modern generation bottom suspension arms, the old 944 was similarly afflicted in that its bottom front aluminium suspension arms featured bonded in ball joints that couldn't be replaced when they wore out, leaving owners with a sizeable bill. To add insult to injury, the very earliest 944s had simple pressed steel suspension arms with replaceable ball joints (from a Mk1 Golf), which could be picked up for under £10.

Anyway, I digress. The point is it seems crazy to scrap a large and fundamental aluminium casting for want of some (relatively) cheap moving parts. And coffin arms are not cheap, either. Replace all four

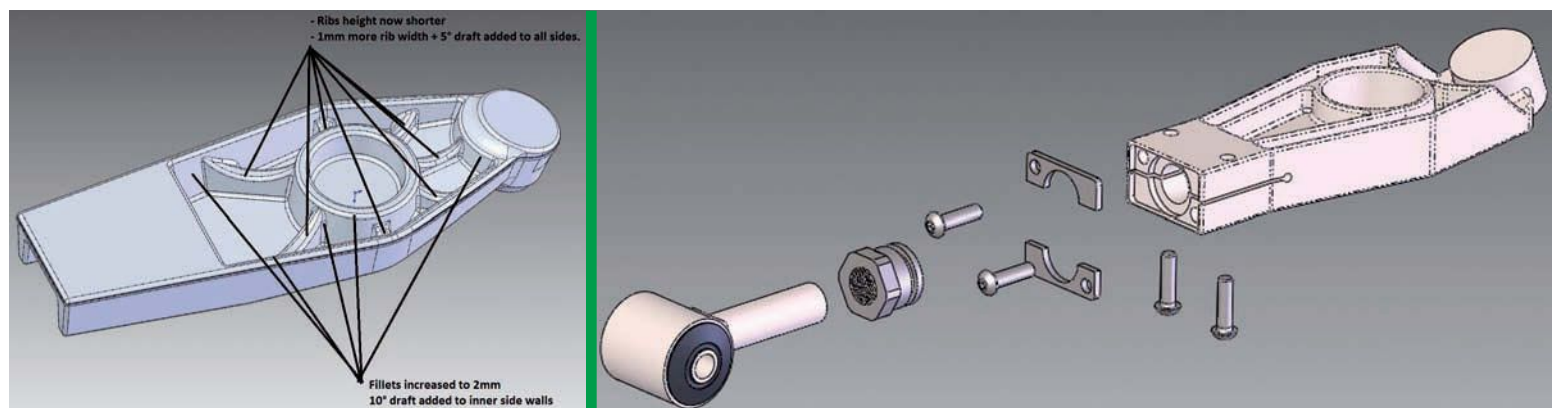
with OEM and you're looking at a fairly substantial bill, which could be well in excess of £2000. Or it could be a lot cheaper. Shop around and you can pick up pattern 'coffin' arms for as little as £70 a corner. And then there are more mid-price pattern parts at around £150 a corner. Pretty confusing really, but all with the same design issue: when they wear out, they have to be replaced as an entire unit. And do the cheapo ones last as long as OEM? What do you think? There is another option, but for the front only, and that is Porsche's Motorsport adjustable bottom arm, which comes with special shims to adjust the camber etc. These are standard on GT3s and cost at least £1300 for a pair and even they are non-serviceable.

So you can see how suspension arms can cause a certain amount of angst for modern Porsche owners. But now, thanks

to a meeting of specialist and manufacturer minds, there is an ingenious multi-faceted alternative. The specialist in question is RPM Technik and the manufacturer is Eibach. The ingenious multi-faceted alternative is a high-quality, serviceable and adjustable bottom suspension arm, that will fit all 996 (inc GT3 and Turbo) and 986 Boxster models front and rear, plus 997 Carrera and Turbo, rear only and 987/981 Boxsters, rear only. The missing fronts are in the pipeline, you'll be pleased to know.

This collaborative solution was born out of all the above frustrations, with RPM Technik at the coal face replacing 'coffin' arms day in day out, with some cars returning very quickly depending on the quality of the replacement. And of course RPM is very advanced in its dealing with modified 996s and so was developing suspension solutions and packages.

Below: At the design stage. There is no doubt that this is a well thought out solution



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TECH: PROJECTS



Adjustment is key to a great set-up and while there is the aforementioned Motorsport suspension arm, it's not cheap. Indeed, just using the Motorsport arms in conjunction with OEM rear arms is an easy £3000 hit and that's before any other suspension requirements, let alone fancy dampers or coilover kits etc. And the Motorsport bottom arm is plain fiddly, too, with all its shims for altering the camber etc.

And so enter Eibach in to the equation. The German suspension company needs no introduction in the pages of *911&PW*. Their performance spring and roll bar kits are considered to be at the top-end of the sector and they have a very proactive UK arm, which works closely with specialists like RPM. RPM knew what they needed, and so approached Eibach in the UK. The result is what you see here: A high-quality alternative to the OEM offering that is both rebuildable and adjustable. Both the

balljoint and bushes can be replaced. In the case of the bushes these can be with standard materials or uprated. An ingenious sliding arm allows an extra +2deg of camber and an almost infinite amount of analogue adjustment between the extremes, with just a single threaded adjuster which, when the desired adjustment is arrived at, is locked in place with four bolts. No fiddly shims. The arm itself is made by Eibach in the US from lightweight, forged 6061-T6 aluminium and shouts quality.

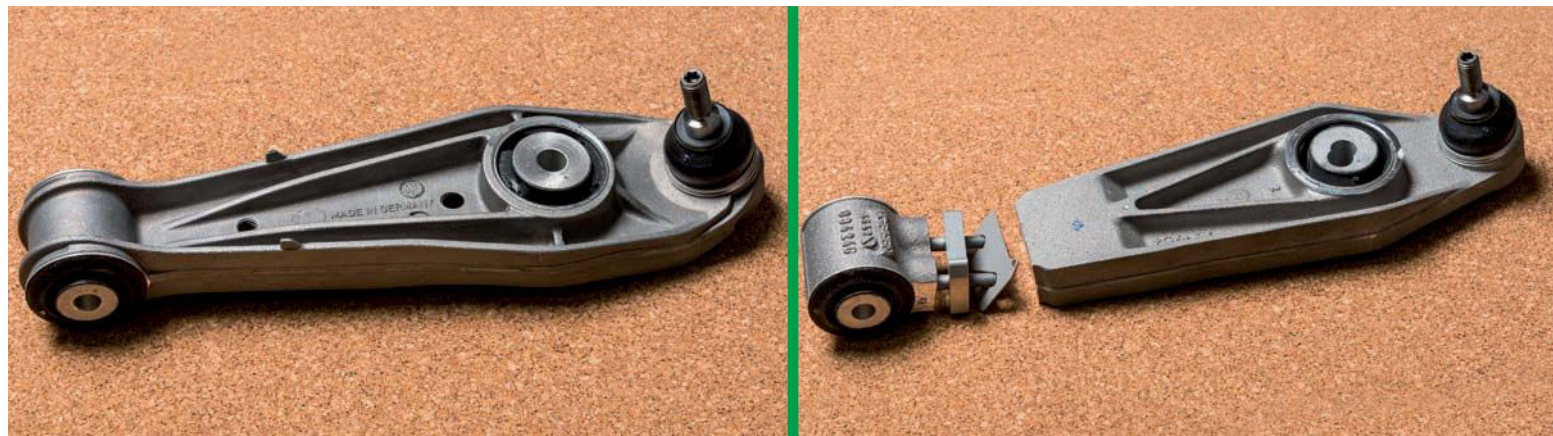
Off the shelf the Eibach arm is the equal of the OEM arm in terms of ride quality. Of course you could uprate the standard bushes and materials with urethane jobs, which would compromise ride quality for more precision, but that's a user choice. Financially the Eibach arms are cheaper, too, than OEM at £1069, which given the serviceability and the adjustability surely

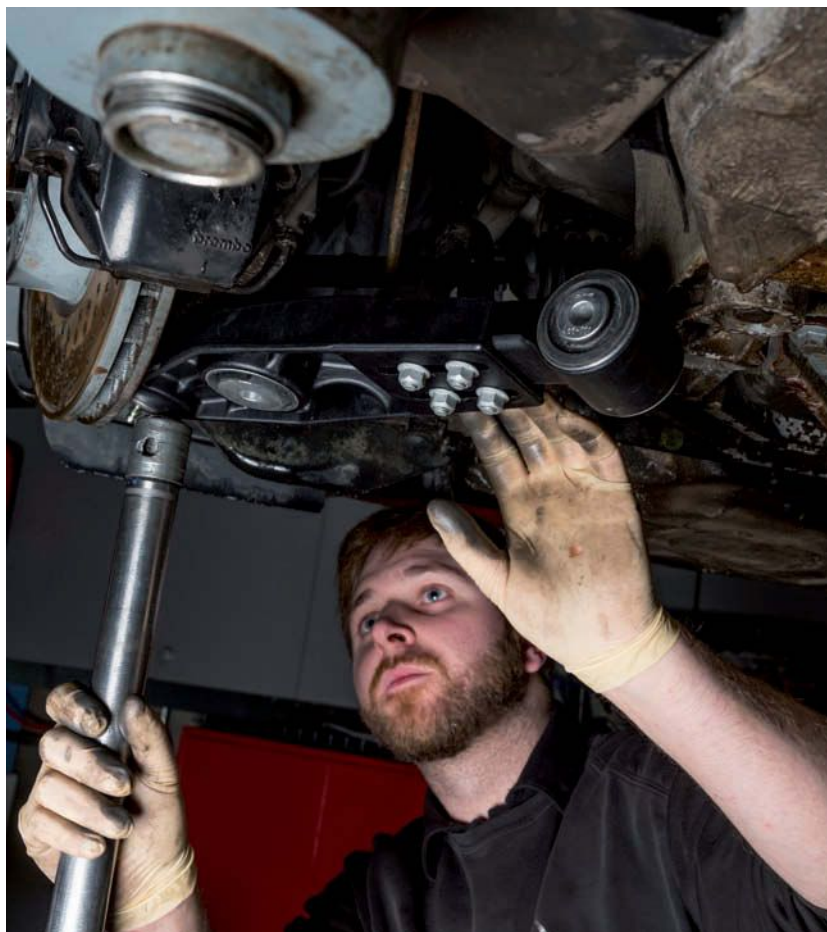
makes them a no-brainer, something that neither Eibach or RPM would disagree with!

In view of all this, you won't be surprised that I happily offered up my own 996 as a test mule for the new arms. Regular readers will be more than familiar with my silver machine and its various suspension woes, now largely sorted. When I bought the car – getting on for a couple of years ago now – it was fitted with the optional M030 suspension, which was just too stiff for my liking. Not only that, but on subsequent inspection on RPM Technik's ramps, the suspension was found to be... well shagged, not to put too fine a point on it. Bottom arms (no surprise there), various bushes, top mounts front and rear, plus rear control arms all needed replacing. And there was the small matter of the springs, dampers and roll bars, which weren't actually knackered (the full M030 kit had been replaced by an enthusiastic former

Having had a recent suspension overhaul – including OEM bottom arms, ironically – removal and replacement is a doddle

Below left: Standard, non-serviceable OEM bottom suspension arm. Below: GT3 suspension arm with fiddly shims for adjustment





Dan installs the new Eibach/RPM bottom arm. Bennett surveys the part in situ



owner 25,000-miles previously), but which I didn't like. So, I changed the lot.

In short the 996 received a full suspension refresh. I went back to standard dampers, but with Eibach Pro-Kit performance springs. I retained the M030 roll bars and I even went slightly hardcore fitting 17in wheels, which I think look great tucked into the arches. The guys at Auto Umbau fitted up all the suspension, while doing some other bits and pieces, but we didn't do anything approaching a full geometry set-up, but all in it was a vast improvement. Then winter came along and the car sat in the garage and the battery went flat and...well, you get the drift.

So now a chance to get the suspension finished and signed off back at RPM, with the trick new Eibach/RPM suspension arms. Hoisted into the air on the same lift as previously and with the same RPM technician, Dan, on the spanners. He's

impressed that I've managed to replace everything, not least because it means that fitting up the new Eibach bottom arms will be a doddle because everything has only recently been dismantled and reassembled and so isn't seized solid. Manufacturers don't give much thought to

arms that Dan has fitted, and across the workshop floor, another set are going onto a customer's 996 CSR, that is also fitted with a rather smart looking Ohlins suspension kit. As you would expect for a direct replacement item, fitting is pretty straightforward. It seems a slight waste to

“ So now a chance to get the suspension finished and signed off at RPM ”

Setting up the geometry. That's the screen that Dan is working from on the right. The trick is to make everything go green!

the folk that might be replacing parts 15 or so years down the line and so rarely use any kind of assembly paste, unlike Dan who makes sure every part is so coated when it goes back together.

These are the first set of the new bottom

replace the existing bottom arms, which have barely got 1200-miles on them, but they will doubtless be recycled within the 911&PW fleet.

I shouldn't get excited about a suspension component, that's hidden from



TECH: PROJECTS



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view, but I do. In situ the black finished arms do look rather good playing a supporting role to the new Bilsteins and the Eibach springs. Further up the suspension turrets the bump stops and top mounts are still visibly 'as new', too. And now it's time to get the geometry set-up.

All that happens in the workshop next door on a specific set-up bed using a very trick Beissbarth laser alignment rig, which attaches directly to the centre of each wheel. I've decided to go for a factory set-up and Dan scrolls through the permutations. There is a factory set-up for a 30mm ride height drop, so we go for that. Dan fixes the top mounts in position. These are adjustable, of course, but all the adjustment can now be

done on the bottom arms, which is rather simpler. Indeed, Dan pronounces it a cinch – well, as much as doing the geometry on any car can be called a cinch. It is, after all, a fiddly job. Keeping a careful eye on the screen, Dan gets it all dialled in and then for good measure checks and balances the wheels and tyres. Good job because one of them was definitely out.

So, job done. A test drive and Dan pronounces himself happy. Time for me to take it for a spin. I am quite excited, it must be said. And it's good, very, very good. The car now steers itself rather than demanding constant input and correction, which is exactly how a 911 should be. Point it down the road and let it sort itself out is the

911 way. If you have to clamp yourself to the steering wheel, then something is wrong. And now, for the first time, I am actually enjoying my 996. It's been a long time coming. If I'm being picky, then the rear springs are still a little too stiff my liking, but it's all so much better and can be driven very hard with confidence.

The final piece of the puzzle – the Eibach/RPM suspension arms – will allow for further adjustment as and when required and if I happen to keep the car long enough, they can be rebuilt, too, at a modest cost. And if not a modest cost for me, then for a future owner. It's what's known as win-win, and a substantial improvement on the Porsche OEM part. **PW**

On RPM Technik's state-of-the-art Beissbarth suspension rig, Bennett's geometry is now spot on

Below left: At the wheel. Bennett is a happy boy, his 996 now handling like it should. Below: At the Longcross test track. Cornering is super-flat. 17in wheel and tyre combo looks good tucked into the arches



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MA1 ENGINES BEGIN TO EVEN UP THE 'SCORE'

A little under a year ago, I reported within these pages on what appeared to be one of the first manifestations in a gen 2 997 power unit – an MA1 in Porsche's own terminology – of a form of the cylinder-bore scoring made notorious by the M97 engines in the gen 1 cars.

I say 'form of', because even to my relatively untrained but I hope reasonably intuitive eye it seemed that the problem was more likely to be the partial or temporary seizure of the piston within the bore. Partly because of the commensurately deeper damage to both surfaces than you would see from true scoring alone, and partly because of the obvious transfer of material from one to the other. And crucially because the damage was not on the thrust faces of the pistons and bores, but on the diametrically opposite 'shoulders' of both that common sense alone suggested to be the result of an overall squeezing effect. (I saw similar damage on the pistons and bores of a BSA Lightning motorcycle that I owned many years ago, after it overheated due to excessively retarded ignition.) This theory was confirmed, albeit cautiously, by a then un-named expert to whom I showed my photographs – and who, as you might guess from what follows, had himself begun to suspect that there might be an issue developing inside these later flat-six engines.

Having published the story (in the July 2016 issue; see page 129), I half-expected to be deluged with e-mails from other gen 2 owners who had experienced similar problems,

and possibly even threats of actual physical violence from those who hadn't, for scaremongering, and so – in their eyes, anyway – somehow devaluing their cars. (Would that I alone wielded that much influence. And why might you not want to know if your high-value engine was in danger of an issue such as this?)

In the event I received not a single example of either and, having concluded that it was just an unfortunate one-off for the owner of the vehicle concerned, got on with other things. But my expert – who I can now reveal to be Barry Hart from Lancashire-based Harteck, backed up by his team of in-house engineers – had clearly been more than a little intrigued by my discovery, not least because he had already begun to carry out some typically thorough and above all scientific research of his own, ultimately using an admittedly quite small but still informative sample of other gen 2 engines that had failed. (And, no less significantly, one engine that had not, bought in specifically for the purpose.)

Barry and I are still debating precisely how we are going to present his exclusive findings here in *911 & Porsche World* – understandably, he doesn't want to end up having done the donkey work for every other specialist in what will, I suspect, become the next big thing in water-cooled engine repairs – but he has generously written several versions of his explanation – one short, one medium-length, and one very lengthy and characteristically detailed – and I am hopeful that soon we shall be able to hand him the mike, as it were, and let him tell the

full story in his own words. And trust me on this: it is genuinely fascinating, page-turning stuff, which I believe that even the top brass at Weissach (or wherever Porsche does its R&D these days) ought to sit up and take notice of. Because surely there are only so many people to whom you can flog a £100,000 car and then wash your hands of what can be, frankly, nothing less than catastrophic engine failures after the kind of distances that even a 1950s Morris Minor would have managed.

Initially, Barry had concluded that the failures first he and then I had seen were caused by owners driving their engines too hard before they had reached their full operating temperature, with piston profiles and necessarily minuscule piston-to-bore clearances as contributory factors. But that didn't really explain why the affected units had generally performed satisfactorily for the first few years, only recently showing signs of distress. The first clues came when Harteck's measurements showed the problem to be the result of the cylinder blocks – or the crankcase halves, if you prefer – microscopically shrinking across the cylinder bores in the thrust direction, or in other words from the top to the bottom. (Imagine two giant hands, one pressing down on the castings from above, the other pushing up from below, with the consequent lengthening of the bores along an imaginary line drawn parallel with the crankshaft.) This results in the clearance between the pistons and the bores gradually reducing until during the warm-up period –

when the pistons necessarily heat up and expand first, before the coolant and the cylinders can catch up – it more or less disappears, resulting in the pistons being excessively 'squeezed'.

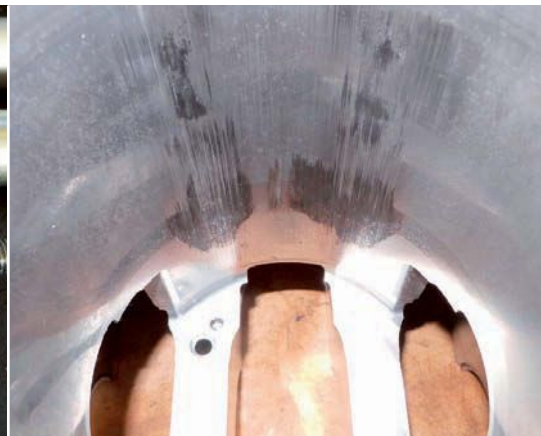
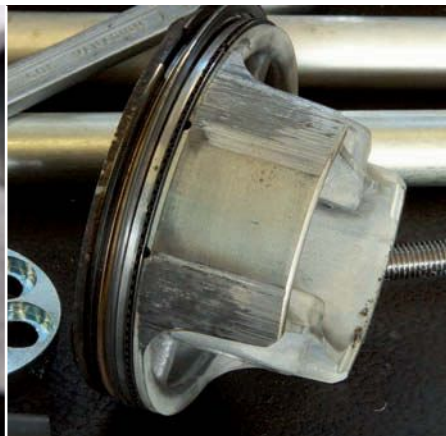
Additionally, says Barry, the design of the cylinder block is such that, like all castings (or forgings, or extrusions), its precise shape is not what you might call set in stone. Or not immediately, anyway. Cast from molten metal, it naturally contracts as it cools, but no less obviously the innermost material does so last, creating invisible stresses deep within it. Repeated heating and cooling during the engine's working life cause the block imperceptibly to change its shape, too, before eventually it settles down and assumes what can be thought of as its final form. (It is common within industry for particularly large and complex castings to be left out in the open air for long periods, quite literally to 'weather' and settle down before they are then finish-machined.) The gen 2 M97's so-called closed-deck construction, in which the top of each cylinder is braced against the outside of the water jacket, helps prevent the famous 'D'-chunking seen in some earlier M96 engines (which did not have this closed-deck design), but it cannot avoid this entirely natural ageing and stress-relieving process, which here, Barry believes, causes the cylinders actually to contract very slightly in certain areas, thereby – as we have said – 'pinching' the pistons.

Barry Hart: 'The crankcases that we have so far measured appeared to have had an initial

piston clearance very slightly smaller than previous models, at between 0.020mm and 0.035mm. They all showed a similar trend of a reduction in the cylinder diameter in the thrust direction – and a corresponding increase at 90 degrees – of up to 0.024mm in cylinders one and four, half that in cylinders two and five, and zero in cylinders three and six. The one lower-mileage and so far undamaged crankcase that we have looked at showed exactly the same trend, albeit with less shrinkage.

'This means that some cylinders that had not yet seized had a cold clearance of only 0.01mm – and others even less than that. The engines that had seized had all done so in cylinders one or four, or in other words at the same end of the engine, but in opposing banks of cylinders. All five examples that we examined – four seized, one still good – had identical physical trends, and all of the failures had occurred in relatively cold weather, and during short journeys.'

The pistons, too, are a significant contributory factor to the situation, says Barry. 'The top half of the piston is very slightly larger in diameter than we are used to seeing in engines of this nature, and because this area becomes hottest first, it exacerbates the differential expansion between it and the cylinder bore during warm-up. Certainly these reduced bore-to-piston clearances help the engines run more quietly, especially when they are first started from stone-cold – most 997 owners would be horrified by the piston slap from a stone-cold racing engine – but it makes it



The damage so clearly visible in Horton's own photographs from last year (left and middle) bears a remarkable similarity to that inside the MA1 engines so far examined – in as forensic a manner as possible – by Barry Hart and his team of engineers (this row, right, and top of opposite page). And this is a lot more than mere scoring



Two more examples from two more power units. If they were aircraft engines then surely the technical authorities – CAA, FAA – would be taking a more than passing interest. These views also show how the MA1 has so-called closed-deck blocks, instead of the unsupported cylinder tops of the M96 and M97. Progress? Not necessarily, argues Hart

essential gradually to warm the power unit to its normal operating temperature before driving it hard. And, similarly, to let it reach that temperature again after a period running under a lighter load, during which it will inevitably have cooled down a little.'

Ever the rational and methodical engineer, Barry is fully cognisant of the fact that,

as we have said, he has so far been able to see inside fewer than half-a-dozen gen 2 engines. 'We cannot determine more about likely outcomes without additional feedback from those owners that have suffered a similar problem, identifying the mileages and ambient conditions at and under which failures occurred. Ideally, we also need to know

about those owners' driving habits during that critical warm-up cycle.' Even so, he is confident enough in his findings and resultant diagnosis to have developed what he believes will be a permanent solution, perhaps unsurprisingly based on the company's tried-and-tested replacement cylinders.

'Repairs that fail to address the possible continued shrinkage of the cylinder bore, for example by simply fitting to it a ferrous dry liner, will merely transfer that movement to the dry liner, continuing the pinching process. What's more, when a ferrous dry liner is installed inside an alloy tube it has to be an interference fit, or it will become loose when, inevitably, the outer alloy expands more than the central liner. But the result of those interference fits and differential rates of expansion is to add further stresses that will respond and change during future thermal cycles, and may cause yet more distortion.'

'Although the gen 2 engines that we measured have the opposite direction of cylinder distortion to the M96/97 engines, few people understand that one of the contributing factors behind the huge success of our aerospace-grade Nikasil-plated cylinders is that they are a solid tube, without the need for any such interference fit. Effectively they create a

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'Precisely this same feature will be incorporated in our new gen 2 cylinder repairs. We fully expect those, then, to be just as reliable and as successful as the literally thousands of M96/97 cylinders that we have repaired over now more than a decade.'

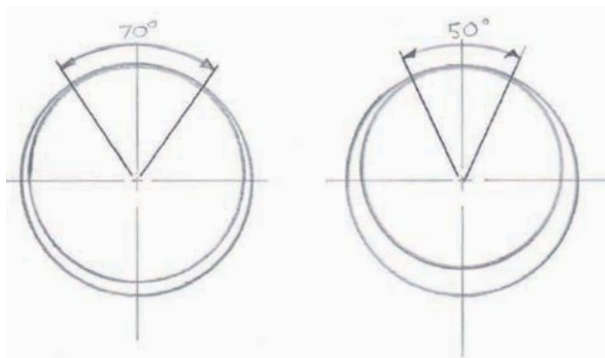
Scaremongering? Perhaps even opportunism? There will be many out there who accuse him of both, admits Barry, with a certain world-weariness born of much previous experience. 'Because these engines are otherwise so good, the fact is that we are unlikely to rebuild any that are undamaged, and so it will be quite some time before we have measured enough cylinders that have not yet seized, and compared their dimensions with the car's mileage, and so on, before we can draw any firm conclusions. For that reason I am not brave

enough to suggest that other gen 2 engines *will* fail in the same way, only that I strongly suspect they will.'

Personally, however, I think Barry Hart has confronted an approaching danger – if not a clear and present one – in just about as logical and scientific a manner as anyone outside the Porsche factory is ever likely to, and there is no doubt that Hartech as a company has successfully repaired many hundreds of M96 and M97 engines that might otherwise have been scrapped. Not every independent specialist will admit where they send customers' engines for repair and reconditioning and upgrading, and others will partly duplicate Barry's efforts and do the work themselves, but you might be surprised how many regularly make the journey to Bolton. And that, surely, tells its own story.

'I sincerely want to try and avoid accusations of scaremongering,' concludes Barry. 'In fact, I don't really understand why people accuse us of that. If their engines don't go wrong, then warning them of the possibility has caused neither physical nor financial hardship, whereas if they do go wrong we are providing an affordable solution. And if we can suggest steps that will help to prevent the problem, then how can that be anything other than a good thing?'

I couldn't agree more. **PW**



Reduced piston-to-bore clearances extend arc of likely damage. Barry Hart designed this clever closed-deck bike barrel in the 1970s



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996: THE ALL NEW 911

Aside from the later Cayenne, it's hard to think of a more controversial Porsche than the 996. Modernising an icon was never going to be easy and making the leap to water-cooled didn't help. And then there's the 'issues.' But 20-years on and the 996 is now a classic 911 in its own right and a bargain to boot. Here's how to bag one

It seems incredible that despite the constant evolution of the Porsche 911, which saw an early wheelbase tweak, ever more powerful engines and body modifications, it was 34 years into production before a truly new model arrived. But when it did appear in 1997 – the 996-model, the subject of this Buyers' Guide – it was a car that revolutionised not just the 911, but also the Stuttgart company that made it.

Other than the recognisable outline of the body and the configuration and position of the engine, nothing was carried over from the preceding 993 generation. It was manufactured on an entirely different basis, sharing many components with the equally forward looking Boxster, launched the previous year, and an increased factory output to haul Porsche out of its financial vulnerability was aspired to. And as we know, the 996 along with the Boxster launched Porsche into a new era of ever increasing sales and profitability, while protecting, even enhancing, the brand value that had been such a key aspect of the cars' appeal. While in 1995 Porsche built just over 23,000 cars, by 2001 the annual total was approaching 60,000. In that same period in the UK, sales went from 1100 to 5000.

Yet the 996 incarnation was not without the kind of quality problems that tend to

surface when a carmaker steps up into a bigger league. In time, weaknesses in the form of early cylinder bore wear and IMS failure emerged, and this, plus the increased numbers of cars delivered, saw the 996 fall into the doldrums, becoming almost the 'unwanted' 911.

But attitudes are changing, with softening memories of its troubles restoring the 996's status as, nearly two decades since launch, we see the first signs of it becoming collectable. Values are rising, so now could be the time to buy this handsome, capable and refined Porsche. But be aware that carefully checking out a 996 before you buy is as important as ever – its problems have not magically gone away.

DESIGN, EVOLUTION

Here, we concentrate on the "basic" 996s in coupe form, the Carrera models. Launched in the autumn of 1997, the 911 was 185mm longer in length and 30mm wider than the 993, and sat on a wheelbase increased by 80mm, cutting the air with a 0.30 drag coefficient compared to the 993's 0.33. As with the Boxster, the appearance of these early cars is characterised by the large "fried egg" headlamps with their orange indicator lenses.

The all-new engine was still a flat-six "boxer" but dropped in capacity by 200cc to 3.4-litre. However, the biggest shock to

purists was that the 911's traditional air cooling was abandoned in favour of water, but the improved efficiency of the all-alloy, twin cam per bank, 24-valve unit saw increased power, 300bhp at a suitably hard working 6800rpm, and 258lb ft torque at a lofty 4600rpm. The gearbox was either a six-speed manual, or the five-speed Tiptronic S automatic gearbox that Porsche correctly predicted would find favour in a widened 911 market.

The 996's cabin was just as much a transformation over three decades of 911 interiors with their appealing but chaotic instrument and control layout. Not only was it more spacious, it sported an integrated looking fascia with the dials grouped where they could be seen through the steering wheel, and other functions such as sound and climate control neatly located in the centre console. Equipment for UK models included leather seats and heated mirrors, though many owners would want to upgrade from the standard 17-inch diameter road wheels (with 205/50 front and 255/40 rear) to 18s (225/40, 265/35).

In October 1998 the Carrera was joined by the four-wheel drive Carrera 4, with the same engine specification. It too ran 17-inch rims as standard, though these were of the "Carrera 4" style. At this point the front indicators switched from orange to clear lenses. In 2000 the engine management was revised.

Clean lines or just bland? We reckon the 996 has aged well, but blame conservative buyers for all the silver ones! 996 C4S in background holds its value and commands a premium today, but base C2 is the better car to drive





One area in which Porsche's designers couldn't fail was in updating the 911's cabin ergonomics. Swooping dash pod a nod to the original 911, but rather fussy door cards and furniture more representative of the design culture of the '90s. Subsequent 997 interior was rather more traditional 911

Late 2001 saw the mid term facelift, the major change being the new 3.6-litre engine, good for 320bhp, at the same 6800rpm, and 273lb ft torque occurring at a slightly lower engine speed than before, 4250rpm. The flat six's valve gear was uprated, now regulated by VarioCam Plus, and fuel consumption was improved six per cent to 25.2mpg on the official "combined" cycle. A new, lateral locking differential was now part of the factory sports suspension option that lowered the ride height 10mm.

The nose of the 996 came in for attention, with the front section's air intakes substantially altered for better airflow and less lift, while the headlamps from the by now launched 911 Turbo were fitted. New 17- and 18-inch road wheels were 20 per cent lighter than before, reducing unsprung weight. Inside, 911 Turbo instruments were fitted along with a trip computer as standard. The mechanical levers located on the sill for opening the front and rear bootlids were replaced by electric switches.

In May 2003 Porsche revived its familiar wide-bodied format for the 996 in the form of the Carrera 4S, essentially the 60mm wider Turbo body minus the side cooling

intakes with the Carrera 4 powertrain. The brakes, with enlarged discs and calipers, and 10mm lowered suspension and also the 18-inch wheels (with 225/40 front and 295/30 rear tyres) were from the Turbo.

At the Frankfurt motor show that year a model to mark four decades of the 911 was announced, the 40th Anniversary Limited Edition, 1963 of which would be made. Based on the 911 Carrera, power was increased to 345bhp, it ran the 10mm lowered sports suspension and polished 18-inch wheels, and came in GT Silver Metallic. Equipment was increased over standard and there was special interior trim including a numbered plaque. Production of the Carrera ceased in July 2004 to make way for the 997-model 911, although the 4S (along with the Cabriolet variant) continued for a short period.

DRIVING THE 911 CARRERA

Inevitably the 996 lacks some of the exciting rawness and addictive noise of the 993 and other previous air-cooled 911s. But it also has a hugely widened skills set: it's

more comfortable and significantly more refined, to the point that's it's almost more a GT than a sports car.

And in the final analysis, it does everything an air-cooled 911 will. It's quick (the 3.6 despatching 62mph in five seconds and maxing out at 178mph), has improved handling and a noticeably more comfortable ride. It still sounds pretty good, too, even if the engine's howl as revs climb isn't quite so emotive. You might miss the old car's interior, and not be too impressed by some of the flimsy fittings, but everything is so much more convenient to use.

WHAT YOU'LL PAY

Over the last year we've closely covered 996 prices in our accompanying "Market Watch" feature, and there is no doubt that while three years ago the first water-cooled model was the "bargain" 911, that status is now expiring – at least as far as the good examples go. You'll see a few on Auto Trader and eBay for £9000 to £10,000, but what you are getting is almost certainly a mileage well into six figures and some of the major problems we're highlighting.

996-MODEL 911 CARRERA TIMELINE

October 1997
911 Carrera launched, with 3.4-litre engine

October 1998
911 Carrera 4 added to the range

December 2001
Revised models introduced, with 3.6-litre engine

May 2003
Wide-bodied Carrera 4S now available

September 2003
345bhp 40th Anniversary Limited Edition announced

July 2004
996 production ceases

SPECIFICATIONS

996-model 911 Carrera manual/Tiptronic S

	911 Carrera (1997–2002)
Engine (cyl/cc)	Flat 6/3387
Power (bhp/rpm)	300/6800
Torque (lb ft/rpm)	258/4600
0–62mph (man/auto, sec)	5.2/6.0
0–125mph (man/auto, sec)	18.3/20.4
Max mph (man/auto)	175/172
Average mpg	23.9/23.5
CO ₂ (g/km)	285/290
Weight (kg)	1320/1365
Wheels (front, rear)	7Jx17-inch, 9Jx17-inch
Tyres (front, rear)	205/50 ZR17, 225/40 ZR17
All figures from Porsche	

	Carrera (2002–2004)
Engine (cyl/cc)	Flat 6/3596
Power (bhp/rpm)	320/6800
Torque (lb ft/rpm)	273/4250
0–62mph (man/auto, sec)	5.0/5.5
0–125mph (man/auto, sec)	17.5/20.4
Max mph (man/auto)	178/175
Average mpg	25.5/25.0
CO ₂ (g/km)	269/274
Weight (kg)	1370/1425
Wheels (front, rear)	7Jx17-inch, 9Jx17-inch
Tyres (front, rear)	205/50 ZR17, 225/40 ZR17

	Carrera 4S (2003–2004)
Engine (cyl/cc)	Flat 6/3596
Power (bhp/rpm)	320/6800
Torque (lb ft/rpm)	273/4250
0–62mph (man/auto, sec)	5.1/5.6
0–125mph (man/auto, sec)	18.3/21.4
Max mph (man/auto)	175/172
Average mpg	24.8/23.3
CO ₂ (g/km)	227/294
Weight (kg)	1495/1550
Wheels (front, rear)	8Jx18-inch, 11Jx18-inch
Tyres (front, rear)	225/40 ZR18, 295/30 ZR18

Maintenance costs, 996-model 911 Carrera (including labour and VAT)

Oil service £405

Major service £810

Tiptronic S gearbox service £390

Replacing front brake discs and pads £720

IMS replacement £2220

Replace twin coolant radiators £930

Replace a/c condensers and re-gas £1062

Four premium brand tyres (front 205/50 R17, rear 255/40 ZR17) £360

Prices supplied by Autofarm

WHAT YOU'LL PAY

£8,000–£10,000 1998/1999 cars, well over 100,000 miles and little if any history
£10,000–£15,000 Late pre-2002 facelift models
£15,000–£20,000 3.6-litre facelift cars, with a full history and no engine issues
£20,000–£25,000 2003/2004 cars in good condition and under 75,000 miles
£25,000–£30,000 Carrera 4S with low miles, and 40th Anniversary model

What you'll no longer find at this price is the 3.6-litre facelifted, modest mileage, sound example with the favoured manual transmission; that is going to be at least £15,000. Restricting your acceptable mileage to 75,000 sends the price closer to £20,000, and a cosseted 40th Anniversary Limited Edition could be heading towards £30,000. A tidy 4S in a good colour and spec will be around the same money.

But let's be clear: prices of ordinary 996s are not catching fire as those of 996 GT3s are. "We're still avoiding them, we're waiting to see what happens," says Jonathan Ostroff of London-based Hexagon, famous for its spirited asking prices for classic 911s. That, we think, brings some perspective to the 996 market.

WHAT TO LOOK FOR ENGINE

The 996's "M96" engine, used in a different cubic capacity in the Boxster, suffered two unexpected and serious problems: a tendency for the cylinder bores to prematurely wear, leading to excessive oil consumption and ultimately a terminal loss of compression, and the likelihood of IMS bearing failure (IMS is the intermediate shaft, driven by the crankshaft and which operates the oil pump and camshaft chains). This caused shock and outrage at the time, but the passing of years has

brought a new perspective, as firstly, various fixes have been made available, and secondly, the random nature of the two problems now tempts owners to believe that if well over a decade on they have not arisen, they're probably not going to.

However, Josh Saddler of Oxfordshire-based Autofarm, which has devised re-engineering packages for both issues, warns, 'a leak from the bell housing could be from the IMS, which invariably means it's beginning to fail. Unfortunately it's near impossible to diagnose without dismantling.'

A further known trouble, as distinct from the cylinder bore wear situation, is cracked engine blocks. 'Invariably this happened on 1998 to 2000 3.4s, before Porsche cured it, and most suspect ones have cracked by now,' Josh tells us.

Other failures tend to be down to high mileage, such as worn timing chains, chain tensioner faults, and VarioCam operating problems. But Josh, who founded Autofarm in 1973, says the major 996 bugbear is now something new. 'One of the biggest worries when buying 996s are engines that have failed in some way in the past and have been rebuilt on the cheap,' he advises. 'There is no way you can correctly rebuild a 300/320bhp engine cheaply! Try and check if it's the original block – the engine number is extremely hard to read – and if not, and there's no clear documentation, there are questions to be asked!'

WHAT THE PRESS SAID

'The moment you twist the key and that familiar whirring sound erupts from behind the shoulders you realise that the new 3387cc flat-six will do just fine in this car. Acceleration is served up in one long seamless rush, terminating at a 7500rpm limiter, we are talking about one of the seminal powerplants of the decade here.'

Autocar, 1st October 1997

'Inside the car, you're surrounded by expensive leather and moulded surfaces, but we're not sure that the combination of grey, charcoal, and fine-crackle platinum is as timeless a design as the original 911's is. The ergonomics are better, that's for sure, with an interior layout as rational as in any modern car.'

Car and Driver, May 1998

TRANSMISSION

The six-speed manual gearbox enjoys good longevity, although as mileage mounts there's an increased likelihood of a sloppy gearshift. 'This is due to the bushes on the linkage becoming worn, and also because of the cable itself going out of adjustment, and some people working on it will not know really what they are doing.'

Like many automatic gearboxes, the Tiptronic S should have a periodic oil change. 'It needs a service every 48,000 miles, and you'll get a better gearshift with a fresh oil change,' Josh insists.

SUSPENSION AND BRAKES

The 996 suspension, a pre-electronic chassis aids set up, usually gives trouble-free service, though again Josh warns that sheer age is the most likely enemy. 'It's not

In 996 narrow-body form, the 911 lost some of its curves, being slightly slab-sided. It's still unmistakably a 911, though





Above: GT3 split-rims a popular option/upgrade. Right: The M96 engine in all its controversial glory

USEFUL CONTACTS

Autofarm
Working with, and selling Porsches for over 40 years, this Oxfordshire specialist is our technical consultant for this guide. It has developed a 996 cylinder bore overhaul kit
autofarm.co.uk

Northway Porsche
Thorough expertise and experience with 996s and other Porsches. Has a specially developed cure for the IMS problem
northwayporsche.ltd.co.uk

Car Parts 911
A near essential source of competitively priced original equipment standard parts and pattern parts for this era of Porsches
carparts911.co.uk

Design 911
Noted for its wide range of servicing and tuning parts for "real world" priced Porsches
design911.co.uk

Porscheshop
Midlands-based supplier of mechanical and styling parts for classic and modern Porsches
porscheshop.co.uk

so much the shock absorbers that wear out, more the bushes in the suspension – they seem more prone to do this than 993s, perhaps because the cars have fatter tyres and extra suspension components,' he tells us. 'The car will move about on you.'

Various generations of 911s, the 996 included, suffer rusting brake calipers, the corrosion often started by brake dust, although on the 996 corroding discs is a more common occurrence. 'The discs tend to rust on the inside face, where they never seem to dry off, and you'll get poor braking performance – it's quite a common MOT failure,' Josh explains. Check that the braking is as smooth and as powerful as you'd expect, and that there is no pulling to one side of the road under braking.

BODYWORK

According to Josh, the 996 is not particularly prone to body corrosion, with even early cars looking solid, therefore any rust that is not the result of surface scratching must be viewed with suspicion, suggesting badly repaired crash damage. However, there are items on the car that do corrode, he warns, most notably the coolant radiators and the air-conditioning condensers, which are placed in the lower sides of the nose section.

'The front radiators get clogged up with leaves and eventually they corrode, which means a water leak and an overheated engine', says Josh. The condensers, located next to them, suffer the same problem. The exhaust mountings can rust, too, especially the carrier frames mounted on the engine which are also eventually weakened by repeated heating up and cooling down. A rattling from the exhaust is a symptom.

On early cars the brake lines might well be corroded, and replacement is straightforward – except for the section that runs over the top of the gearbox. 'You can't replace them unless the engine is dropped,' Josh tells us.

ELECTRICS

There are no major problems, but once again age alone can see electrical parts fail, so check that all functions such as window lifts and seat adjustment work as they should. One specific, if not common, issue is the driver's window failing to drop slightly when the door is unlocked, to prevent air pressure making the door hard to shut. 'Fixing that would involve taking the door trim off and investigating,' Josh says. And it's crucial to have a healthy battery on a 2002-on 996s, because if it goes flat, the electric boot release switch won't work, and the only way to get access to the battery is to hook up a power pack to a connector in the fuse box in the cabin.

VERDICT

The 996's reputation precedes it, but the majority of its problems are now in the past, with affected cars now mostly sorted. But do check for the symptoms we describe.

It seems a particularly good time to buy a 996, because it is still a modern Porsche, if slightly less characterful than its air-cooled predecessor, and probably as inexpensive in real terms as any 911 model has ever been; you may hear talk of rising prices, which has been the case, but they're still in the real world, and there are still plenty to choose from. The 996 remains the perfect entry point to the Porsche 911 experience. **PW**

SPOTTED FOR SALE

Private sale
2003/03 911 Carrera, manual, metallic grey, dark blue leather, 98,000 miles, £14,500, Manchester

Used car dealer
2004/53 911 Carrera, manual, black, dark blue leather, 67,000 miles, £19,950, Dorset
www.bbukcarsltd.co.uk

Porsche specialist
2004/04 911 Carrera 40th Anniversary Limited Edition, manual, silver, black leather, 79,000 miles, £27,995, Surrey
www.eporsche.co.uk



BUYERS' CHECKLIST

Severe smoking indicates the classic M96 engine bore wear issue
White smoke could mean a cracked engine block
Intermediate shaft is prone to sudden failure, and will damage the engine
At this age, there is a likelihood of inexpertly rebuilt engines
A poor gearchange is often due to worn bushes in the shift linkage
The Tiptronic S auto gearbox shifts better if its oil has been changed
Check the inner side of the brake calipers for corrosion
Front mounted radiators and condensers are prone to corrosion and then leaks

DEALER TALK:

DOVE HOUSE MOTOR COMPANY

You'll find everything from a 924 to a late model 991 at this Northamptonshire Porsche specialist. It deals in various other marques, too, but as general manager Simon Lenton tells us, Porsches are very much the heart and soul of the business



How long have you been in the Porsche business?

Dove House Motor Company was created 13 years ago, initially selling an eclectic mix of cars including Porsches, Ferraris, Aston Martins, TVRs and Nobles, but we soon realised that Porsches were proving popular with our customers, offering everything that the others did but without the huge prep costs and aftersales issues. We still offer other marques but are heavily weighted towards Porsche. This has been bolstered by the addition of a dedicated award winning service centre with Porsche factory trained technicians, which we set up in 2010.

What Porsches do you specialise in?

The full range of Porsche models, although our stock tends to be from the 1980s onwards, and in recent years we've focused on gen 2 997 911s and 987 Boxsters and Caymans, as well as 991s and 981s. We're big fans of air-cooled 911s, but find the preparation work is often too costly to make them viable – but when we do have one for sale, it will be a great example.

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

We have a beautifully restored 1985 924S with only 66,000 miles priced at £12,900, and a stunning, late 2015 991 Carrera GTS in Lava Orange with a factory Aerokit, at £96,500.

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

It very much depends on your budget – just because it's your

first Porsche doesn't mean you have financial constraints. But a good all rounder for a reasonable budget is a gen 2 987 Boxster or Cayman, although if you can stretch your budget a little further then it could be worth looking at a gen 2 997, these proving hugely popular at the moment.

Where do you get your stock from?

We have a decent quantity of repeat business so we often see the same cars back in stock again as people upgrade. We've built up good relationships with various trade contacts over the years who know that we are reliable buyers of quality stock. We also often receive calls from private individuals who simply want to move their current vehicle on.

What warranty do you give or sell?

We never use third party insurance-based warranties. All our cars are supplied with a comprehensive, self funded in-house warranty supported by our own service centre, therefore we are in complete control of any claims and can address them efficiently with as little disruption to the customer as possible.

What's 'hot' at the moment?

All Porsches over recent years have been good news, which has been reflected in huge appreciation of not only classic Porsches but also 'limited run' modern GT variants. Not everyone can stretch to the extravagant figures that exclusive Porsche models are commanding at the moment, so probably the best buys still

available, which have also benefited from their own modest appreciation, are the 996 and 997 911 Turbos, particularly with a manual gearbox. Early gen 2 997s and early 991s are also proving popular.

Name cars you recently sold that you would have happily kept yourself?

I particularly liked a 1980s Carrera 3.2 and a 2015 991 GTS. I've always loved the classic shape of the 3.2 and it's still a great drive, but the GTS encompasses everything you would ever want from a car for daily drivability combined with GT feel.

What car do you drive every day?

I tend to drive one of our Mini courtesy cars – unless I've just bought a car for stock, and it needs road testing.

What are your plans for the future?

We are continuing to expand our sales stock to cater for all needs, and recruit more quality technicians to meet expanding demand for the service centre.

Contact
Dove House Motor Company
Crown Way
Rushden
Northamptonshire NN10
6BS
01933 354144
dovehousecars.com

BUYING YOUR PORSCHE

PREDICTING ITS FUTURE DEPRECIATION CURVE

There are plenty of sources of information, 'trade' only and available to the general public, on car depreciation, helping you avoid paying over the market rate for your wheels. But now a leading price information company is going to predict how much it will be worth in the future on a year to year basis, which will certainly provide food for thought at make-your-mind-up time.

It's now part of the standard service from CAP HPI, whose HPI Check summarises car details including whether there is outstanding finance and if it's previously been an insurance write-off. The decision to include this additional information in the £19.99 service has clearly been prompted by increased competition in the car buying information market.

And for just another £1.49 you can include the Total Cost of Ownership function. As well as giving you more detailed price and value information, it also predicts insurance, fuel and maintenance costs. Of course no one has a totally reliable crystal ball, but you'll get a pretty good idea of what a new-to-you Porsche will do to your wallet.



HELPING YOU RUN YOUR PORSCHE AVOIDING THE NEW MOBILE PHONE FINES

As of March, using a hand held mobile phone while driving in the UK became a more serious offence, the penalty points accrued on your licence doubling to six, along with a £200 fine. Do that twice and you'll get a ban unless you have a good solicitor.

Hands-free is now therefore essential (although it's not a guarantee against prosecution if you're involved in an accident), so if your Porsche is a bit older and doesn't have phone wiring, there are three ways of staying out of trouble. First and probably best is one of the many Bluetooth kits available, typically £35 to £60. Those that have rated well in tests are the Jabra Drive Bluetooth Speakerphone (pictured), Plantronics K100, and Olixar Clip & Talk which all clip to the sun visor, and are easy to set up.

The alternatives are standalone navigators with a phone pairing capability, and also current 'DIN'-sized radio/MP3 players, many of which have Bluetooth. They're not so convenient as dedicated kits, but at least they'll help stave off the penalty points.



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

944

**944 Turbo SE MO30 250bhp 1989**

150,400 miles, fully documented history with receipts and every MOT certificate, a matching numbers example of a rare version. New MOT, new set of tyres and coilover suspension, recent comprehensive component overhaul, engine belts replaced in 2015, clutch 5K miles ago. HPI vehicle check clear, drives exceptionally well, no suspicious noises, does not use oil or coolant, well cared for example. Tel: 07778 448888. Email: chris.clopet@yahoo.co.uk (Devon).

£12,995

P0517/012

944

**1991 944S2 3.0 16v Convertible**

J-reg with electric roof, 8 owners, this is a totally standard unmolested genuine car with no modifications apart from the stereo. Finished in Guards Red with full grey leather trim, electric seats, windows, mirrors and roof, central locking alarm and immobiliser, has lots of invoices for work carried out over the years and is totally HPI clear. It comes with a full service history from both Porsche main dealers and independent garages, complete belts service just done less than 50 miles ago. The roof works as it should on the button with no rips etc, bodywork's in good condition for its age, polishes up beautifully, has a few blemishes as to be expected from a 25 year old vehicle, it drives spot on, no untoward noises, gearbox is smooth having just had its oil changed. On standard Porsche 16" wheels with the Porsche crested centres, it's MOT'd till next year, the last service was carried out using genuine Porsche parts, not pattern ones, a few weeks ago which consisted of: totally complete full belt change, balance, alternator etc, including a new original water pump, £1500+. New clutch master cylinder, new clutch fluid, new fuel pump, the petrol tank was drained, flushed and cleaned, new set of spark plugs, full set of new plug leads fitted, new distributor cap complete with a new rotor arm, gearbox oil changed, new coolant sensor. Tel: 07870 590512. Email: p.grainger207@gmail.com (north east).

£9000

P0517/037

968

968 Coupe

Looks stunning, full service history and comes in the best colour combination of Guards Red with full black leather Turbo seats in superb condition. Electric, removable sunroof (mechanism just refurbished), electric windows, seats and mirrors, everything works as it should, 140K miles with a folder full of receipts totalling £11,345.04, just spent £2692.95 in the last two months to ensure that there are no issues: new belts, rollers, balancers, inlet camshaft, hydraulic tappets, water pump, battery, starter, fuel relay, Variocam timing chain and a service. Oil pressure is excellent and the car drives beautifully through all 6 gears, private plate included, genuine 16-inch Cup alloys on good tyres, overmats, DAB stereo, original tool kit and compressor and even has the hard to find sunroof bag. Prices are firming and this is largely regarded as the next Porsche classic 'sleeper' to appreciate in value quickly, mature Porsche Club owner of 26 years, genuine reason for sale. Email: crgmtchll@sky.com (Fife).

£11,995 or very nearest offer P0517/028

BOXSTER

**Boxster 3.2 S**

A stunning 2000 Forest Green metallic, 13 service stamps, 5 brake fluid changes, 27,700 miles, 4 previous owners, all MOTs and very good service history inc rear main seal change, latest hood with glass window, hard top with cover, wind deflector, 18" Porsche Turbo-look wheels, short shift gear change, stainless steel sports exhaust, full grey leather, onboard computer, climate control, CDR-22 CD Porsche radio, Certificate of Authenticity, spare key, MOT May '17, concours condition. Tel: 01202 280323.

£9995

P0517/029

BOXSTER

9 - Apart

Parts specialists for Boxster

01706 824 053

Boxster 987 2.9 'Gen 2'

2010, manual, 32,500 miles, Aqua Blue metallic with hardtop, full Porsche service history, black cabriolet roof, black partial leather seats, heated seats, sound package plus CD, wind deflector, prep for mobile phone, storage box, top tinted windscreen, 18" Boxster S 11 wheels, wheel centre set, Park Assist, sports tailpipe. Tel: 01952 260011. Email: rob.rowley@tesco.net (Shropshire).

£20,000

P0517/030

REGISTRATIONS

**Boxster 987 owners!!!**

The finishing touch for your Boxster 987! A dateless reg that can only increase in value. Tel: 07763 719646. Email: pbeb@freeuk.com.

£1950

P0517/010

**C'mon you SPURS!!**

Fantastic vehicle number plate for any Tottenham Hotspur FC supporter or player, 'YES THFC', held on a retention certificate right now, so a very simple process to become yours. Keep it on retention for future use or put it on to your car now, get in touch by email for full details. Tel (not text): 07040 209029. Email: saltydog1@gmail.com.

£2500 or very near offer

P0517/004

L911 BAD

Porsche cherished number

'L911 BAD', complementary number for a special 911. Tel: 07415 252911. Email: keithnicko@aol.com.

£3850

P0517/013

**SWANN or SWAN**

Super number plate for anyone named Swann or Swan, it isn't often that you can get a perfect name plate, so grab this whilst you can, on retention certificate, at just £1999 it is a real bargain. Excellent investment for the future, pass it on to your children, can be used on any vehicle manufactured after 1994. Tel: 07020 923542. Email: saltydog1@gmail.com.

£1999

P0517/035

PORSCHE RELATED CHERISHED
REGISTRATION NUMBERS

CAB 911X	911 HDL
REG 911E	911 WVS
S911 LER	911 SCR
TON 997X	911 TYR
POR 997T	911 FEG
POR 911K	911 MSD
1974 RS	911 SHE
993 G	CAR232A
993 POR	930 FF
993 RUF	XXX 911C
X993 POR	991 PD
VNZ 911	911 RWS
964 MC	B911 RSR
964 GC	A993 XXX
RSR 911K	P993 POR
RSR 911T	D911 POR
RUF 911T	E944 POR

All on retention certificates
for immediate transfer

PCGB MEMBER TEL: 07730 007694

EMAIL: erha300@aol.com

REGISTRATIONS

**Reg number for twin turbo**

Private plate 'TT02 OWN', ideal for twin turbo car, complete with pair of new undrilled plates. On retention certificate so £80 transfer fee already paid but £25 extra to DVLA to swap into your name. Text: 07799 064911 as phone on silent most of the day.

£499

P0517/008

A911 WRL

'A911 WRL'

Registration plate (on retention certificate), Cornish plate. Tel: Mike, 01872 240966. Email:

mike.phillips322@btinternet.com.

£2000

P0517/034

SSY 911

SSY 911

'SSY 911'

Reg number fees paid and on retention. Tel: 07955 000911. Email: timandlisa911@aol.com.

£2100

P0517/036

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

As the market for classics and 'modern classics' storms ahead, more recent specialist versions of the 911 are commanding incredible prices. David Sutherland took the market's pulse at a recent auction hosted by RM Sotheby's in Paris



RM Sotheby's Paris sale. Big screens, enthusiastic bidding and an almost showbiz feel

In our Buyers' Guide on the 996 generation 911 a few pages earlier we point out that while interest in these 1997–2004 Porsches is increasing, the basic Carrera models are still inexpensive to buy, relatively speaking, having yet to come on to collectors' radar. But the exact opposite applies to the specialist versions – which over the last few months have gone white hot.

We've previously reported 996 GT3 RSs selling for something over £100,000, which in absolute terms is more than they cost new in 2003 (£84,230 before extras), but in real terms not technically a return on investment. However, the 2004 example with 196km from new and offered by a Swiss collector at RM Sotheby's auction at the Retromobile event in Paris in February was that and much more, making a staggering €392,000 including premium (about £335,800). Possibly even the seller didn't expect

that much, given that it exceeded its top estimate by £121,000.

Four lots earlier, and from the same collection, a 2002 996 GT2 in the covetable Clubsport trim and with 24,000km (15,000 miles) fetched an almost as impressive €246,400 (£211,000), £21,400 over estimate. In fact 13 of the Porsches sold by RM Sotheby's on the night came from this source, described as 'an exceptional Swiss Porsche Collection', although a further two 996s were not estimate-busting: a 2000 911 GT3 Clubsport with 49,400 miles selling for €112,000 (£95,950), and a 2005, 31,000-mile 911 Turbo S Cabriolet making €84,000 (£71,960).

'The point we take away from the RM sale is that while air-cooled prices are holding up well, water-cooled prices are gathering pace, indicating a growing willingness among collectors to look to later models for stars of the future,' said Russ Rosenthal, sales director at

Hertfordshire Porsche specialist JZM, in his monthly market report for his firm. 'The 996 GT3 and RS are good examples of this.'

Going further, Rosenthal draws an interesting comparison between these and their present, 991-model equivalents: 'Compare circa 600 996 GT3s produced to the 991 GT3, where up to 6000 models may have been manufactured, and it is easy to see why collectors are snapping up early GT3s at this time.' He also notes that the present 911 GT3 RS, which at one point changed hands for £300,000 against a with-essential-extras list price of around £150,000, is on its way down to £200,000, at least for the present: 'One might reasonably wonder why some sellers are still asking twice the list price for used 991 GT3s when clearly the market is not going to stand that.'

While the 996 GT3 RS was the surprise performer of the French auction, it was far from the highest price Porsche to go under the

hammer. With a 1970 917/10 Prototype built for the 1971 Can Am racing series in the US, and estimated at €4.6m–€5.5m (£3.9m–£4.6m) failing to sell, the honour went to a 1988 959 Sport from the previously mentioned Swiss seller, offered without reserve and making €1.96m (£1.68m). Its extraordinary price is no doubt explained by it being a Sport, just 29 of which were built, rather than the much more numerous Komfort.

As we mentioned last month, 959s' gestation into top drawer classics has been long and slow, but the RM Sotheby's sale reminded us that more recent Porsches have turned a rather faster buck, including the 911 R introduced a year ago to offer an 'unfiltered driving experience', and seen by some as one of various limited edition models released by Porsche purely to appeal to the investor market. The wheels of the 967th example of the 991 cars built barely touched the ground (under 400 miles) on its way from the £136,901 purchase to the €515,200 (£444,200) paid in Paris.

These days we expect the words 'air-cooled' and 'Turbo' to send auction bidders into a frenzy. All the more so in the case of the 1995 993-model 911 Turbo Cabriolet offered by RM Sotheby's, one of a batch of 14 specially built by Porsche Exclusive for a Munich Porsche dealership and featuring a 964 Turbo powertrain and bespoke suspension, which sold for €1.34m (£1.51), £295,500 above estimate.

Previously, no seller of a front-engined Porsche would dare go near a high end

auction such as this, but times change and at Retromobile RM Sotheby's offered a 924 and a 928, the former going under the hammer for €91,840 (£78,900). However, the car, owned by the forementioned Swiss collector, was no ordinary smoker, but one of the 406 924 Carrera GTs built in 1979 to homologate the 924 for Group 4 racing, and using a turbocharged 2.0-litre engine and uprated suspension and brakes.

There was nothing particularly noteworthy about the 1993 928 GTS from the same collector, except its outstanding condition. But rather than the £20,000–£30,000 price you might have expected, this one fetched €84,000 (£72,150), 20 per cent ahead of expectation. Just a one-off, somewhat irrelevant price? Not so, thinks JZM's Russ Rosenthal: 'Some may say that auction results are pie-in-the-sky numbers which do not relate back to the retail market, but we disagree.' So if you fancy owning Porsche's 1970s designed GT cruiser, now may be the time to buy one, before prices head out of reach.

Normally, RM Sotheby's 'Top 10 sales' list is dominated by Ferraris, but for the past couple of its auctions, Porsches have made an appearance, this time it includes the 959 Sport, a 964 Turbo and an early 901 cabriolet prototype. It's long been felt by some that classic Porsches of all eras are undervalued compared to their Italian counterparts – but they are now clearly starting to rapidly catch up.



996 GT3 RS, made a staggering £335,800



959: £1.68m at Sotheby's Paris



911 R: A healthy £444,200



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928 GTS: Big money at £72,150

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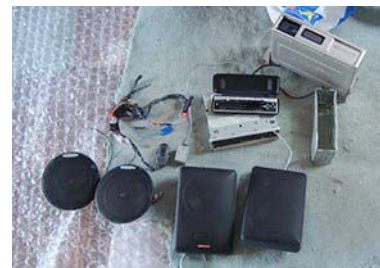
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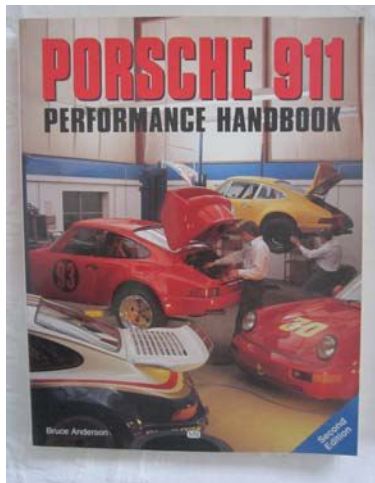
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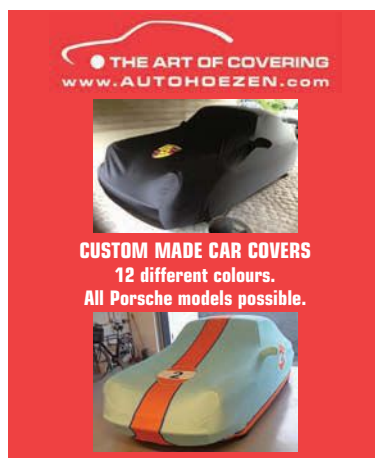
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Deadline for inclusion in the June issue is 13th April (July issue deadline 11th May).

TRIED & TESTED

With 911 & Porsche World's Roving Reporter, Johnny Tipler

997 TARGA 4S 3.8 2022,000-MILES £47,000

Notice the glazed expression? I love these cars. They are so sophisticated with their sliding glass sunroofs. Porsche's latter-day Targas like this 997 Targa 4S give you an unrestricted view of the heavens, rain or shine, open or closed. That's all very well, you say, but on the move, most of the time our perception of what's going on above our heads is perfunctory, impressionistic, because our eyes are glued to the road ahead. The 997 Targa changes that. This one is finished in Basalt Black with black leather interior. It's on sale at Specialist Cars of Malton, that North Yorkshire emporium located in the land of Parkin and Black Sheep beer – it's not called God's Own County for nothing. Available only with four-wheel drive, the 997 Targa came on line in Autumn 2006 for the 2007 model year, superseded in 2009 by the gen 2 range that lasted till 2012. That makes our 2008 car a gen 1 model, but with 22K on the odometer it is, as my dad would say, not even run-in yet.

Last evolution of the 993, in 1996, the so-called Targa version ushered in this very sophisticated sliding glass roof panel – positively 007 sci-fi in its ingenuity – a facility inherited and manifested in hatchback form by its water-cooled successors such as this one. It was quite unlike the classic lift-off panel last seen on the 964, and unlike some overhead apertures where a glazed or Perspex panel allows an aerial view, the 997's pane is an expansive canopy occupying the car's entire roof space. This means there's a constant awareness of celestial surroundings and a feeling of increased luminosity, visibility and perception, and a casual upward glance is a more convivial, un-buffed event. One's surroundings are viewed through a glass darkly (with apologies to Ingmar Bergman), since there's a fashionable Mediterranean-style sunshades tint to the glass, meaning that occupants aren't quite so exposed to ultraviolet rays and the proletarian gaze. Indeed, a full-length roller blind extends the length of the roof at the press of a button, should more conventional privacy or insulation be required. The glass roof panel is made from high-strength laminated safety glass, and is operated by a button on the centre console ahead of the gear lever, one touch erecting the wind deflector, a second touch activating the retraction mechanism. The glazed roof eases its way rearwards and is stowed discretely inside the rear window, forming two layers of glass in the process, while leaving the aperture over the cabin wide open and the occupants free as a bird.

The 997 and 996 Targas operate in a similar way to the 993, with the benefit of a hatchback rear window, which makes them very convenient for stowing my



colleague's extensive collection of camera gear, for example. And of course the latest 991 Targa is a modern take on the original 911 Targa, though while it loosely resembles the appearance of the 911 Targa, in practice the roof lifts off electrically and retracts like a docking space module, out of sight underneath the rear greenhouse. The 997 Targa roof consists of three glass elements: the wind deflector, the retractable roof section and the rear window, as well as the two body-coloured longitudinal steel members, which provide rollover protection in the absence of the traditional Targa hoop. It's a best-of-both-worlds car, offering the swooping coupé profile allied to the convertible's top-off, wind-in-the-hair exposé. The glass lid weighs more than the standard Coupe steel roof – 60kg (132lb) – so the suspension is set up accordingly.

So what's it like in practice? Around the field-boundary lanes and B-roads the C2 is swift enough, but frankly not particularly in its element. It's a grand touring car, a long distance ground coverer that's more at home on the open road, or, indeed, soaking up the sun on La Grande Corniche. It's a decent enough day though for an open roof blast up to Castle Howard and the 997 is as able and sure-footed as they come. I relish the glimpses of the tree branches overhead and the odd experience of being inside the building as the road shoots under the lodge at the periphery of the estate: you only get lingering views like these in a Cab or a Targa; a normal sunroof is too much of a postage stamp. And then I'm confronted by a series of interesting bends, so I drop into

2nd gear and apply some power, and that's when the 997 comes to life: I can feel the chassis working and, for a few delicious moments, I experience the thrills it's capable of providing.

The superannuated sunroof model lacks the purity and homogeneity of the sublime 997 coupé, and you don't get the wind-in-the-hair experience of the Cabriolet. It was always going to be a halfway-house – that's always been the lot of the 911 Targa – but it's so well engineered and harmonious a design that it more than validates its position in the 997 line-up. Glass ceiling? Let the sunshine in! **PW**



CHECKLIST

BACKGROUND

This 355bhp gen 1 997 Targa 4S was built in 2008 and has most of the option boxes ticked, including PASM, DVD and satnav, heated seats, Xenon headlights and Park Assist. Four-wheel drive, 3.8-litre water-cooled flat-six, sophisticated open-air motoring.

WHERE IS IT?

Located at 22 Derwent Rd, Malton YO17 6YB. With a showroom full of cars to die for, Specialist Cars of Malton's premises are just off the main A64 between York and Scarborough. Handy for the trans-Pennine M62 and A1M Great North Road. Phone John Hawkins on 01653 697722 or look on line at specialistcarsltd.co.uk

FOR

The 997 4S Targa brings the best of both worlds, a fully retractable lid or snug and warm with blind for insulation and privacy. This one's cool in black with black interior, and very low mileage.

AGAINST

Well, black and black could be a tad sombre on a car with a sunshine speciality, and the 997 Targa lines aren't as shapely or coordinated as the normal 997 coupé.

VERDICT

A perfect example of the 997 Targa 4S with minimal mileage and service record present, reasonably priced considering condition, and should retain that value if maintained and used reasonably sparingly.

VALUE AT A GLANCE

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

TRIED & TESTED

With 911 & Porsche World's Roving Reporter, Johnny Tipler

987 BOXSTER S 2009 60,000-MILES £13,995

The chance to whizz a 987 Boxster S over Blakey Ridge on one of our excursions to Specialist Cars of Malton is too good to resist, and I make a wager with Funky Phil, our auxiliary test pilot, that I can beat his time in the 993 RS with it. As it turns out, both our runs are interrupted by marauding sheep, but I stand by the contention. On moorland back roads like these, given a clear run, the Boxster S is the easiest to drive and on that basis the quickest and safest point-to-point Porsche, period.

I made that up; you don't imagine I would be so irresponsible, do you? Or perhaps I would...? In any case it's partly true: the original Boxsters, the 986 and 987, are the sweetest handling cars Porsche made, especially in S mode, and to my mind better even than the lustier, chunkier 981s. This pristine 987 S is currently gracing the Specialist Cars showroom, a stone's-throw from the moorland gateway mecca, AKA Malton. A silken soft-top amidst the customary array of largely high-end Porsche coupés and sundry classic exotica (for example, Ford Mustang, Citroën DS, Mini-Cooper S, Lambretta SX 200...!) a Boxster of any spec is a tad unusual in this exalted and increasingly eclectic company. I sense an element of diversification going on. Nevertheless, once we'd got our RS head-to-head out of the way, I was interested to try the 3.4-litre 987 S to see how it stacked up against the 3.2-litre 986 S that I'd become used to over the past few years, and though I still rate the older model as the bargain, I wasn't disappointed by its successor.

A black Boxster with black soft-top and black cockpit may not be everyone's idea of a groovy sportster, but at least this one is in tip-top shape all round. At first glance I note the hallmark ovoid headlamps, the cleavages in the front panel and its standout five-spoke alloy wheels – three slats per spoke. Our Tried and Tested car hails from 2009, benefiting from the facelift for that model year that included cosmetic and mechanical upgrades, and it's also endowed with Varioram Plus inlet technology that lifts output from its 3.4-litre flat-six to 310bhp. You could also have ordered it with the new 7-speed PDK transmission from this point, but our subject car was supplied with the standard 6-speed manual shift.

Living with a Boxster is a kind of love affair. It's often kept as a second car, but it is clever enough to be a first one, provided you can get by with two seats,



because you do get two decent luggage compartments – more easily and practically accessible than a 997 in fact, actuated by plippers on the key-fob and the buttons beside the driver's door sill plate. As for the electrically-operated soft-top hood, when erected it's draught- and turbulence-free, almost as efficient as a fixed-roofed coupé (AKA a Cayman). It's more or less the same to operate as the 986's, with the exception of the switch location. Lowering it involves simply undoing the single catch that secures the leading edge of the hood to the top of the windscreen frame, and then keeping the relevant button on the transmission tunnel pressed for around 15 seconds, during which time the assembly is automatically folded and neatly deposited beneath a metal panel behind the seats. An innovation in the 987 is that you can lower and raise the hood while on the move, travelling at speeds of up to 30mph, and easily do-able at traffic lights. As for carrying capacity, you have the same frontal load space as a 997 C2, plus a rear deck aft of the engine, virtually as capacious as the rear cabin of a 911 and certainly more easily accessible. Waitrose warrior, in fact!

Am I selling it to you? I know that's meant to be Malton's job, but here's the clincher. On the road is where all Boxsters justify themselves, and on these North Yorks backroads the 3.4-litre 987 S immediately comes alive. It's a sophisticated drive, relishing every twist and turn, no matter how quickly I'm going, and it turns in and sticks to the given line like a loping limpet. In this context I doubt there's much to choose between the acceleration of the 295bhp version or the 310bhp of the later S. On these undulating moorland B-roads the ride is anchored and composed, and it's as secure a driving platform as you could wish and hope for.

As for the nitty-gritty, this 987 S's service record indicates it's been nurtured from new. It's done 60,000-miles with service book stamped at all the right intervals, and recently had new rear tyres fitted. It's sleek, it's chic, and whilst it can't exactly be described as a low-mileage car, that 60K is by no means excessive, and, praise be, it means you can use it with impunity, confident that it's a driver's car and not a hoarder's.



CHECKLIST

BACKGROUND

With 60,000-miles on the clock, this 987 Boxster S is a mature car, offering a lithe and agile sports car with faultless handling and performance. The six-speed gearbox is a slick shift, and the grey-hued 18in alloys augment already fabulous road holding and enhance the aggressive stance.

WHERE IS IT?

A left-field contender in the Aladdin's Cave stakes for the most desirable Porsches assembled in one showroom, Specialist Cars of Malton is located half-a-mile short of the town centre at 22 Derwent Road on York Business Park, just off the main A64 between York and Scarborough. Handy for the trans-Pennine M62 and A1M Great North Road. Good chuck wagon on site, great hotel (The Talbot) in town. Phone John Hawkins on 01653 697722 or look on line at specialistcarsltd.co.uk

FOR

Imposing looking, immaculate black coachwork, unruffled canopy, smart five-spoke alloys, no-nonsense controls, classic 987 Boxster styling, complemented by luxurious tactile qualities of leather-clad S cockpit.

AGAINST

A tad dull in black for some tastes, especially if you happen to be of the 'if you've got it, flaunt it' persuasion. There could well be examples with lower mileage available. Maybe lacks the knockabout character of the cheaper 986 Boxster S.

VERDICT

A well-specified 987 Boxster in a no-nonsense colour combination, in immaculate condition, available now from a reputable and reliable dealership (unlike a lot of Boxsters), which is reflected in a very reasonable price. It only misses scoring a full house because it's not a vibrant hue!

VALUE AT A GLANCE

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

TRIED & TESTED

With 911 & Porsche World's Deputy Editor, Brett Fraser

911 CARRERA 3.2 TARGA 1987 66,300-MILES £POA (BUT WE RECKON ABOUT £56,000)

Specialist dealers often talk about 'time warp' cars, but this 66,300-mile Grand Prix White 3.2 Targa with Sport Equipment, for sale at RPM Specialist Cars of Harrogate, genuinely is that very thing – after a few miles behind its gently writhing steering wheel I was transported back to 1987, when as a junior road tester on a motoring magazine, I drove one new. This six-owner machine's overall condition really is like new: it even smells like a car fresh from the Porsche GB press fleet towards the end of the 1980s.

This Targa was first registered in August 1987, to a Mrs J E Williams who, by ticking the 'with Sports Equipment' box on the order form, along with several other options, blessed the car with front and rear spoilers, 16in Fuchs alloy wheels, sports dampers, sports seats, a rear wiper and a passenger side door mirror, amongst other things. And as part of a general upgrade for the 3.2 Carrera that year, this car also has the desirable G50 five-speed gearbox, hydraulic clutch, electronic engine management and fuel injection.

RPM's Andy Meeking doesn't believe the Targa has ever been restored as such, but concedes that 'it must have had some paint done at some stage.' He's probably right because the nose is almost completely devoid of stone chips and those alloy bumpers often bubble up even when well looked after.

The paint is smooth as you like, all the panel gaps are neat and even, (suggesting an absence of accident damage); the rubber of the whale tail is black and pliable, not misshapen and greying as many are; the rear light clusters are clear, bright and unscratched, and the headlight reflectors free from blemishes; the Fuchs are unmarked and devoid of corrosion and their Dunlop SP Sport 9000 tyres have almost a full complement of tread; even the concertinas of the characteristic impact bumpers look near-new.

Crucially, the roof looks as though it was refurbished in very recent times. Only the targa roll-hoop betrays the car's age, having slightly faded and dulled over the years. A peek into the wheelarches reveals an absence of rust and an abundance of bright, white paint. The engine bay is also notable for its cleanliness and shining paint. Helping appearances are new plug leads and distributor cap, a fresh coat of enamel for the fan blades, and a new oil filter.

The door handles retain the precision action they enjoyed when new and act almost like a trigger; tug the release buttons towards you and the doors ping open off their latches with some force. In a few places the rubber inner door seals have come adrift from the adhesive that once held them firmly in place, exposing patches of brown glue that jar with the otherwise pristine nature of the rest of the interior: a dab of new



glue should fix the problem.

Meeking reckons the previous owner of the Targa was a fastidious individual, and it shows inside: there are no scuffs from clumsy feet against the door trims, no ingrained grime on any of the plastics, the carpets are bushy and clean, the leather upholstery immaculate and free from scratches or bolster.

After the fine condition of the rest of the Targa, it's no surprise that it fires up first turn of the key and settles into a smooth idle. Out on the open road that 3.2-litre air-cooled flat-six howls along with all the vocal character that you could wish for, revving sweetly through the mid-range and then encouraging you – through an ever-increasing rate of acceleration – to kiss the red-line whenever possible. At the top end it's much quieter than more modern 911s, brusquely mellow rather than angry.

The G50 gearbox shifts between ratios neatly and swiftly, provided you don't try to rush second to third. Similarly – and again in keeping with how this generation 911 drove when new – the brakes require your careful attention, as at high speed you have to think your way past their initial lack of bite. No problems when you stamp on them, though. And the steering of this Targa tracks straight and true, even while the wheel exhibits that special air-cooled 911 trait of constantly bobbling around in your hands and that thing we call 'steering feel.'

Though old-fashioned in some respects, this 3.2 Targa still feels as though you could use it every day, just as it was designed for. Such a shame that its low mileage and outstanding condition are likely to condemn it to a life of inaction.



CHECKLIST

BACKGROUND

In 1984 Porsche increased the capacity of the 911 Carrera's flat-six to 3164cc, and used Digital Motor Electronics – DME – engine management to tend to the ignition and Bosch L-Jetronic fuel injection. The upgrade raised power output to 231bhp, giving the 911 a very useful boost in performance. Over the next three years there were various refinements to the Carrera; for the 1987 model year came the most significant – the introduction of the G50 gearbox (much improved over its predecessor), combined with hydraulic actuation of the clutch. Pertinent to the Targa we see here, Sport option Carreras were henceforth known as '911 with Sport Equipment'. Turbo-look derivatives adopted the new name of 'Carrera Supersport'. The Carrera 3.2 continued in production until 1989.

WHERE IS IT?

Although RPM Specialist Cars of Harrogate has been operating for the past 13 years – run by two ex-JCT600 employees, Andy Meeking and Nick Roberts – the North Yorkshire-based servicing and repairs outfit has only comparatively recently ramped up the sales side of its business.

Both Nick and Andy confess to probably spending too long prepping RPM's sales cars, yet they're also acutely aware of the potential damage that could be done to the company's reputation by a car that wasn't up to scratch. .
rpmspecialistcars.co.uk.

FOR

Immaculate overall condition and a great drive. Accompanied by a massive file of paperwork.

AGAINST

The car's low mileage and time warp condition may encourage its new owner to drive it only very occasionally. It deserves better.

VERDICT

A beautifully cared for 3.2 Targa that looks like new inside and out, and drives superbly.

VALUE AT A GLANCE

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

TIME MACHINE

Steve Bennett looks back through the archives of *911 & Porsche World*. What's changed? That will be everything and nothing...

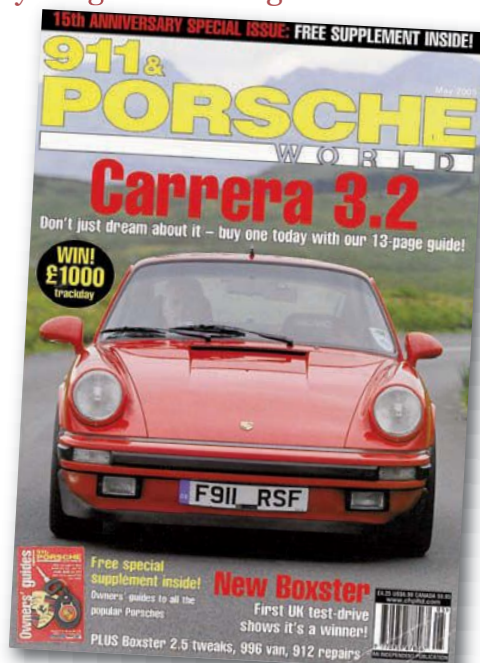
MAY 2005 (ISSUE 134)

The May 2005 issue of *911&PW* marked its 15th anniversary, launched, as it was, in the spring of 1990. If 2005 seems a long time ago, then 1990 *really* is a long time ago. Back then, Porsche's model line-up consisted of the 911, 944 and 928, with the latter two getting rather long in the tooth. Porsche's fortunes were looking rather bleak, with a world-wide recession and ageing product line-up conspiring against it, but despite all that, there was gut feeling that a dedicated Porsche mag would/could work on the part of *911&PW*'s founding father, Clive Househam.

Fast forward 15-years and things were rather different. Porsche is booming under a radical overhaul implemented by Wendelin Wiedeking. The 944 and 928 are long gone, replaced by the Boxster and new, modern 911 and the controversial Cayenne. The Carrera GT is still current and the Panamera is an open secret. *911&PW* is now a well established monthly and right now we're heading inexorably towards 30-years of covering all things Porsche.

So how did we celebrate 15-years of publication? Well, in this instance we didn't go for the big retrospective, but there was a free 'Owners' guides' supplement, which rather did as the title suggests. Such sage advice has always been part of the *911&PW* ethos, much of it coming from hard won experience of actually being at the coal face of Porsche ownership.

On the cover of the main issue we celebrated the Carrera 3.2: 'Don't just dream about it – buy one today with our 13-page guide!' Exciting and inspiring words and eminently do-able in 2005, with the Carrera 3.2



being a desirable yet very affordable classic. It's not a coverline that we could get away with today, now that the 'affordable' bit has slipped off the radar. Still, we cut our cloth accordingly.

Affordable Porsches come in a more modern package now. Boxsters and Caymans have replaced the starter air-cooled 911s, while 996 and 997 911s are stunning value and most of the *911&PW* crew have moved with the times, too. That's progress for you!

MAY 2011 (ISSUE 206)

The ultimate guide to your first 911: £20k 911 Special! Now there's a coverline with a punch. I mean, a 911 for £20k? Back in 2011 that would have got you decent examples of air-cooled and water-cooled 911s and we split our buying guide between the Carrera 3.0, 911SC, Carrera 3.2, 964, 993 and 996. But as we've reflected above, times have certainly changed, so perhaps no point in banging on about it again here.

Perhaps in anticipation of this, then, we pitched a Boxster 2.5 and 996 C2 3.4 together for some 'Cheap thrills.' You could have bought both together back then for under £20k and at a slight stretch, you could do the same today. We would urge spending a little more though!

Our columnist of the time – Karl Ludvigsen – filled his two-pages with a fascinating insight into what became of the very first production Porsche: The 356-001 of 1947. Strange but true, the car's first private owner, Peter Kaiser, didn't much like the name Porsche emblazoned on the rear in capitals, so rearranged them to read 'PESCO.' A more sporty name he thought!



MAY 1997 (ISSUE 42)

May 1997. These really are the digital dark ages. How did we communicate? Only a few of *911&PW*'s

advertisers have such a thing as a website, or the facility to accept and respond by email. Step forward digital pioneers Autofarm and Porscheshop. Otherwise we must all have been spending a lot of time on the phone and fax machine. And imagine a life without the distraction of every nugget of information, every word written, every piece of music recorded, plus 1000s of Porsches and parts for sale worldwide and right now? It's no wonder productivity has crashed in recent years. It's taken me at least 15-mins to actually write this sentence, in between emails, texts and buying some new wheel nuts for my 996 on eBay. Anodised, black. They're going to look great. Er, where was I?

Back to 1997 and we decided to pick our Top 10 Porsches – or to be more accurate, our Top 10 Very Important Porsches from the company's then 49-year history. It's not documented how we arrived at this Top 10. No panel of experts appeared to have been consulted, but apparently you would have 'seen the calm and rational logic behind our reasoning.' So here goes: 1: 1954, 356 Speedster. 2: 1955, 356 Carrera. 3: 1964 911, 2-litre. 4: 1969, 914/4. 5: 1973, 911 Carrera RS. 6: 1975, 911 Turbo. 7: 1977, 911SC. 8: 1980, 924 Carrera GT. 9: 1984, 944. 10: 1994, 993. What? No Boxster?

And five to forget? We said: 1: 1975, 911 2.7. 2: 1977, 924 Auto. 3: 1980, 928S. 4: 1986, 944S. 5: 1992, 968.



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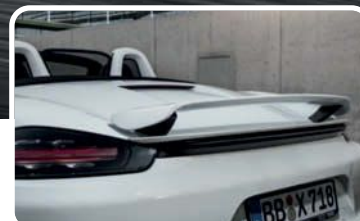
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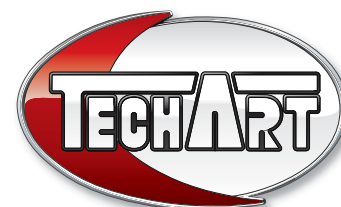
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