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UP FRONT

Time and tide wait for no man and the new 2017 991 GT3 eclipses the 1999 original. Despite the manual comeback, Bennett reckons it's PDK that makes all the difference

Last month it was 996 GT3s and this month it's the new gen 2 991 GT3, and while I would have loved to have put new and old together, my memories of the 996 GT3 are fresh enough to know that it wouldn't have put up much of a fight against the new car. That's progress for you. Sure, the 1999 analogue original would have rewarded with its interactive qualities, chuntering Mezger engine, chatty steering etc, but spending serious seat time in the new machine is to experience a quantum leap on so many levels.

We shouldn't be surprised. The 911 is a constant evolution and of course it's going to continually get better, or sometimes, if not better,

“ After all the fuss, I'm beginning to question my manualist credentials ”

then just different. It's easy to knock technology and look back, I'm often guilty of it, but in testing the latest 991 GT3 for this issue, there was very little to lament. Hell, it's even available with a manual gearbox again! For reasons best known to itself, Porsche decided that the UK test car would be a PDK, though. After initially throwing toys from pram, I'm kind of glad that it was a PDK car now. PDK has democratised going fast. It's also the go faster choice, too. The new GT3's astounding Nürburgring lap record (7m 12s. See news story on p10), was set in a PDK car, because it's faster than a manual. Around Castle Combe, I was happy with PDK, it gave me one less thing to think about, while I concentrated on getting the most from the GT3's staggering chassis. After all the fuss and against all my principles, I'm beginning to question my manualist credentials. Guess I'm evolving too...

STEVE BENNETT
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THIS MONTH



p40

FEATURES

YOU AND YOURS

Frank Nutt and his 997 C2S and 991 C4S combo **30**

R-RATED

Porsche launched the race ready 911R 50-years ago. We put one of the original factory cars up against the current 991R on track **36**

RSR ROAD ROCKET

A Viper Green RSR that's not all that it seems? That's because it's a replica based on a 911T and with a 340bhp 964 engine in the rear! **48**

991 GT3 FIRST DRIVE

The second coming of the 991 GT3 is a leap forward, with a new 4-litre engine and a manual gearbox. We drive both manual and PDK home and away **58**

CARRERA 3.2 SUSPENSION FIT

Suspension experts KW have come up with a modern take on a suspension kit for the Carrera 3.2 **72**

HOW TO: STRIP OUT A 944 FOR TRACK DAYS

Weight is the enemy. Here's how to be rid your 944's interior **80**

SPECIALIST: GREATWORTH CLASSICS

Early 911s a speciality **88**



p10



p20



p52



p64



p78

REGULARS

PORSCHE NEWSAll the latest Porsche news... **10****PORSCHE PRODUCTS**...and all the latest must have stuff **20****PORSCHE LETTERS**You tell us **26****THE USUAL SUSPECTS**Chris Horton has his say **30****PORSCHE PROJECTS**The latest from the 911&PW fleet **100****PORSCHE TECHNICAL TOPICS**Technical problems solved **110****BUYERS' GUIDE: EARLY 911S**Looking at the 1968 to 1973 cars **114****MARKET PLACE**Tried & tested, plus dealer and auction talk **120****TIME MACHINE**Journey through 911&PW's past **128**

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ALL THE PORSCHE NEWS AND VIEWS

NEWS

New 991 GT3 smashes 'Ring record. Slew of 'Special edition' models on the way. Cayenne pulls a plane! Porsche approved warranty extended to 15-years. Magnus Walker tours UK. Amazing barn find 964 RSR



NEW 911 GT3 BLITZES 'RING RECORD

Second-gen 991 quicker than previous GT3 by over 12 seconds

Porsche's latest and greatest 911 GT3, the new 4.0-litre 500hp monster, has crushed the lap time of its progenitor at the all-important Nürburgring Nordschleife in Germany by precisely 12.3 seconds. The official time for the 991.2 GT3 is seven minutes and 12.7 seconds.

The Green Hell is, of course, quite unlike any other circuit. For starters, it's much longer than most tracks, measuring over 14 miles. So a 12 second advantage at the 'Ring is roughly equivalent to a couple of seconds in hand at a normal-length circuit. But the new GT3 has nevertheless answered the question of how on earth Porsche can make what was objectively a near-perfect track weapon in

the previous GT3 measurably better. Now we know exactly how much faster it is.

For the record, Porsche says the GT3 in question was bone standard and equipped with rear-axle steering, the seven-speed Porsche Doppelkupplung (PDK) gearbox option and Michelin Sport Cup 2 N1 tyres. The air temperature on the day, meanwhile, was a dense and crispy eight degrees, while the road surface temp was 14 degrees. Perfect conditions for Porsche test driver Lars Kern to set the time, in other words.

"By achieving this time, we have emphatically proven that the new 911 GT3 not only provides the best driving experience, but can also deliver an impressive performance on the Nordschleife. The focus was on optimising

the driving quality and adapting to the slight increase in engine power", says Frank-Steffen Walliser, Vice President Motorsport and GT cars at Porsche.

And what of Mr. GT3 himself, director of the GT product line Andreas Preuninger? "A few years ago, lap times like this could only ever be achieved by thoroughbred racing cars with slick tyres", he says. "The new GT3 can now achieve this with comparatively modest power, but is still fully suited to everyday use."

Of course, the previous GT3 isn't the only yardstick here. No matter what you think of the value of 'Ring times, it's fascinating to see how Porsches over the years compare. Wind back the clock to the first-generation Type-997 GT3, the one with a 415hp 3.6-litre Mezger motor, and

The new second-gen 991 GT3 has wiped over 12 secs off the 'Ring lap time circulating in 7m 12.7s in standard trim. Right middle: The chap in the kagoule, who looks like he's about to go for a ramble in the Eifel Mountains, is test driver Lars Kern



you'll find the gap is yawning. One Walter Röhrl, whoever that is, managed a mere seven minutes and 42 seconds in that old timer.

How about the mighty Carrera GT, that carbon-fibre 600-odd-hp masterpiece that many still view as the greatest supercar ever made? It's a relative slow coach, too, at seven minutes and 28 seconds. It's also just a single, solitary second quicker than the mighty 997-generation 4.0-litre GT3 RS. The days when anything under eight minutes was considered seriously quick now seem rather quaint.

If you're after more recent metrics, how about the latest 911 Turbo S, a 580hp beast? It clocked seven minutes and 18 seconds, though that time was set on 'normal' high performance road tyres rather

than sticky Michelin Cups. Then there's the Type-991 GT3 RS which notched up seven minutes and 20 seconds, albeit on what was said to be a damp track.

Of course, such caveats concerning track conditions and tyre specs open up a huge can of worms when it comes to comparing lap times. But it seems fairly certain that the new GT3 is an extraordinarily quick track machine by any measure.

Incidentally, Porsche also reckons the new model achieves all this courtesy in part to increased motorsport cred in the shape of its new 9000rpm-capable 4.0-litre atmospheric flat six, which is shared with the latest 911 GT3 Cup racing car. But you can judge for yourself via an official video which captures the entire lap in all its paddle-shifting glory at bit.ly/2pdlYVP.



PORSCHE PREPS A BEVY OF SPECIAL MODELS

Incoming: 718 GT4, 911R follow up, 911 GTS and Turbo LE specials and more

The ink is barely dry on the new GT3 first drives and yet Porsche is preparing several further low-volume specials based on its roaringly successful sports car models. First up is a follow up to the 981 Cayman GT4.

As with all these cars, the specifics of the new GT4 are largely the subject of rumour but the major talking point involves the engine. Could Porsche be readying its first four-pot GT car? After all, every model in the current 718 Boxster and Cayman range currently uses a turbocharged flat-four engine.

Porsche hasn't said anything official about the GT4. However, head of Porsche's GT car development Andreas Preuninger has given multiple interviews during the recent GT3 launch events and everything points to the GT4 retaining its atmospheric flat six. "Natural aspiration is one of our main USPs," says Preuninger, "and at Motorsport, we think we can achieve throttle response and immediacy a little bit better with an atmospheric high-revving engine than any kind of turbo."

But if the GT4 is to be flat-six powered, the question is then which flat six? The only current Porsche model with a naturally aspirated flat six is the new GT3. It is indeed the GT3's new 4.0-litre engine that's rumoured to be going into the new GT4 in detuned form, perhaps with as much as 420hp to 430hp.

Another Porsche development car that's been spotted racking up miles is what looks an awful lot like a second-generation 911R. Like the previous R, the styling is essentially that of the latest GT3, minus the rear wing. Or perhaps it's the rumoured new 911 ST, also referred to as the 911 Touring. Either way, it's likely powered by that awesome new 4.0-litre engine

and offer a manual gearbox.

The other new model expected to come out of the GT division is the mighty GT2. Again, the car remains a rumour rather than a confirmed model. But power output close to 700hp from the GT2's signature twin-turbo flat six is expected. Quite how the GT2 would square with Preuninger pronouncements in atmospheric versus turbo engines is perhaps a question for another day.

As if all those GT specials weren't enough, Porsche's Exclusive division is also working on a number of low-volume specials. Previous models have included the second-generation Type-997 911 Sport Classic. Details of the new cars haven't been revealed. But an official Porsche video recently showed former Porsche works driver and F1 ace Mark Webber peeling back the cover on one of the new cars to reveal a flash of front bumper and an air intake. It was enough to confirm that the car is based on the standard Carrera models.

The other special from the Exclusive division is thought to be a rebooted 911 Turbo LE. The last Turbo LE was based on the original 930 Turbo and packed an updated 330hp motor. The new model will no doubt have close to twice that power.

Dates and timings on all these cars are somewhat speculative. But the Porsche Exclusive models are both likely to appear in 2017. Less is known about the bevy of GT models. But we'd be surprised if most if not all of them hadn't appeared by the end of 2018. All of which means if you're one of the unlucky souls who missed out on the 911R and current GT3 allocations, now might be a good time to pop down to your local dealer for a chat.

Porsche will be keeping the fever surrounding 'Special edition' models at a constant state of high-alert over the 18-months or so with a new 911R, Cayman GT4, 911 GT2 and more on the way

OUR TAKE



CAN YOU HAVE TOO MUCH 'SPECIAL'?

With the launch of the new GT3 and news of a number of further models from both Porsche's GT and Exclusive divisions, the number of low-volume specials is multiplying fast. Which begs the question of just how much appetite the market has for such cars.

Already, people are wondering where the 911R stands now that the GT3 is once again available with a manual 'box. On paper, the new GT3 matches the R for power and has a clear edge in mid-range torque. Early drives of the GT3 suggest the new engine is a corker. Porsche has also emphasised its robustness, which is a roundabout way of conceding that the outgoing 3.8-litre and 4.0-litre engines in the GT3, GT3 RS and R were at least a little suspect when it comes to reliability.

The cynical response, when it comes to the R in particular, is that reliability isn't a huge concern for cars that will mostly sit in collections. But the new GT3's overall package certainly makes for an uncomfortable comparison with the R. Can the R continue to command such huge premiums on the specialist market in the context of the new GT3?

There's also the broader question of the overall numbers of these supposedly low-volume models. If reports are to be believed, the sum total of first-generation Type-991 911 GT3 and GT3 RS production numbers are roughly in the same ballpark as all previous 911 GT cars combined. That's a lot of GT cars hitting the market in short order. Add in the GT4 and now the new GT3 and the numbers start adding up pretty quickly, especially if the rumours are correct and there's another GT4 to come, along with a GT2 and perhaps a GT3 RS follow up.

Meanwhile, Porsche Exclusive is prepping its own specials based on the 911 Carrera and Turbo. So add those to the list. All told, it will make for an awful lot of 'specialness'. Good news for those who missed out previously. But it does make us wonder if there's a limit to how many cars the market will tolerate and maintain the current eye-popping price premiums.



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CAYENNE BUSTS TOWING WORLD RECORD

When Porsche met Airbus

The current Cayenne is not long for this world, what with a new model imminent. But the old dog still has a few new tricks up its sleeve. Like towing a 285,000kg Airbus A380 superjumbo and in the process beating the official world record for the heaviest aircraft pulled by a production car by 115 tonnes.

The A380 in question was an Air France airframe, but we'll chalk this victory up for Queen and country given the Cayenne was driven by none other than Porsche GB technician Richard Payne. Payne achieved the feat first in a completely standard Cayenne S diesel, all 385hp of it. He then repeated it in a factory-spec Cayenne Turbo S, at which point he was probably just showing off, but still it's quite an achievement.

Indeed, even the Cayenne's standard towing hook was used, albeit with a special attachment for connecting to the A380. The distance covered? Just 42 metres, but then who's counting? What's for sure is that the stunt makes for spectacular visuals given the mismatch in size with just 4.8-metres of Porsche dragging the 73-metre megaplane along the Tarmac. To put the comparison into context, the paint alone on the A380 weighs 650kg or about two-fifths of the Cayenne's total mass.

Over to Richard Payne of Porsche GB: "It did it – I'm so relieved! We don't usually go this far to test the limits of our cars but I think today we got pretty close. I could tell that it was working hard but the Cayenne didn't complain and just got on with it. My mirrors were quite full of Airbus, which was interesting. Our cars can go a bit beyond what our customers might expect. They're designed to be tough. But even so, what the Cayenne did today was



remarkable. We drove the car here from London and I plan to drive it home again, having towed an A380 in between. Credit should go to the team in Stuttgart who developed the car, they did a thorough job. I'm also very grateful to Air France and its engineers for their generosity in allowing me to tow their beautiful aircraft."

You can watch the video of the whole adventure for yourself on Porsche's YouTube channel at bit.ly/2pi2xad.

PORSCHE APPROVED WARRANTY EXTENDED TO 15 YEARS

This won't be a newsflash for regular readers of *911&PW* as we reported on a similar extension to the official Porsche warranty in the UK last year. The key change is that the Porsche extended warranty can now be applied to cars up to 15 years old rather than 10 years old and this new policy applies not just to the UK but across most of Europe.

Along with the UK that includes Germany, Switzerland, France, Italy, Spain, Portugal, Austria, the Netherlands, Denmark, Norway, Finland, Poland, Greece, Malta, Slovenia, Luxembourg and Bulgaria.

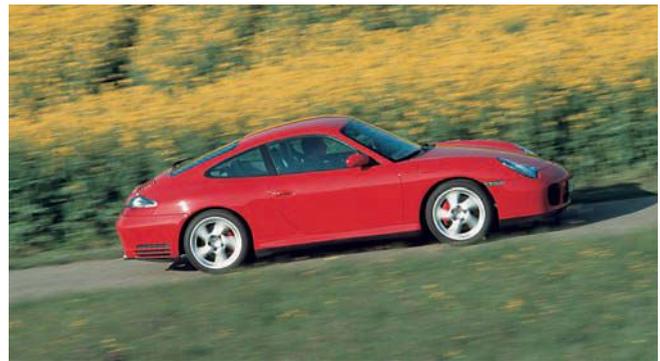
Porsche Approved was launched globally in 2002 and is available in more than 90 markets. The warranty is redeemable around the world and covers all of the vehicle's components. Labour and materials costs are also covered. During the warranty period, there is neither an excess in the event of any damage, nor is there a mileage limit. "This makes Porsche Approved unique in the

automotive industry", says Barbara Vollert, Vice President Sales Network Management and Development at Porsche AG.

To qualify for the warranty, the usual stipulations apply. The car must pass Porsche's 111-point check and any faults rectified. That will either be at the owner's cost for cars not currently under cover or address via existing warranty cover, depending on the fault.

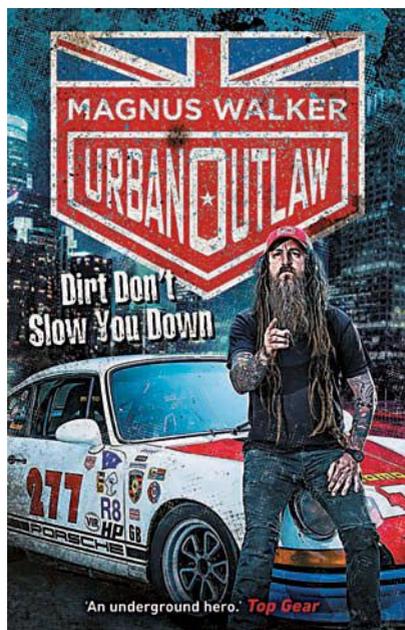
The minimum warranty period is 12 months. Prices vary by market and model, but as a rough guide, in the UK the 111-point check clocks in at around £200, cover for a Boxster or Cayman is in the region of £650-plus and for a 911 model approximately £1150. Just remember that while under warranty any replacement parts, even those fitted at your own cost outside the warranty, need to be official Porsche parts.

Likewise, should any fault be deemed related to work carried out during the warranty



but not by a Porsche main agent, this may also be grounds for cover to be refused. In other words, to absolutely ensure cover is maintained, all servicing and maintenance may need to be carried out within the Porsche Centre network, which could significantly add to the cost of ownership.

Porsche Approved Warranty has been extended to 15-years. Good news, but make sure you're up to speed with the terms and conditions



WALKER'S UK WONDER TOUR

Magnus Walker, yes, he of the beard and so-called 'outlaw' 911 modifications, is doing a book tour in good old Blighty. The book in question is Walker's own autobiography, titled *Urban Outlaw: Dirt Don't Slow You Down*.

The blurb describes Walker as a serial entrepreneur, fashion designer, TV presenter, motivational speaker and one of the world's most prolific Porsche collectors. Oh, and also styles Walker as the dreadlocked, tattooed hoarder of individual creativity and a very modern incarnation of idiosyncratic success.

As for the narrative of the tome, according to Walker he was raised in the grim, urban decay of Thatcher's Britain, left school with just two O Levels and drifted for several years before buying a one-way ticket to America. 30 years and three successful businesses later, by following his instincts, rejecting convention and pursuing his passions Magnus has succeeded against all the odds.

Thus, it's the story of his journey from a Northern steel town to the bright lights of

Hollywood, from a boy with little hope to a self-styled anti-establishment hero. He's also a somewhat divisive figure and certainly not shy of a little self-promotion. But whatever you think of him, he certainly loves his Porsches.

The dates and locations are as follows. Ace Cafe, London May 29th at 7pm, Porsche Centre East London June 1st at 7pm, Porsche Centre Sheffield June 2nd at 7pm, Porsche Experience Centre Silverstone June 3rd at 11am, Porsche Centre Wolverhampton June 4th at 11am and finally Porsche Centre Aberdeen June 6th at 7pm.

On tour: Magnus Walker will be popping up in various locations around the UK in late May and early June



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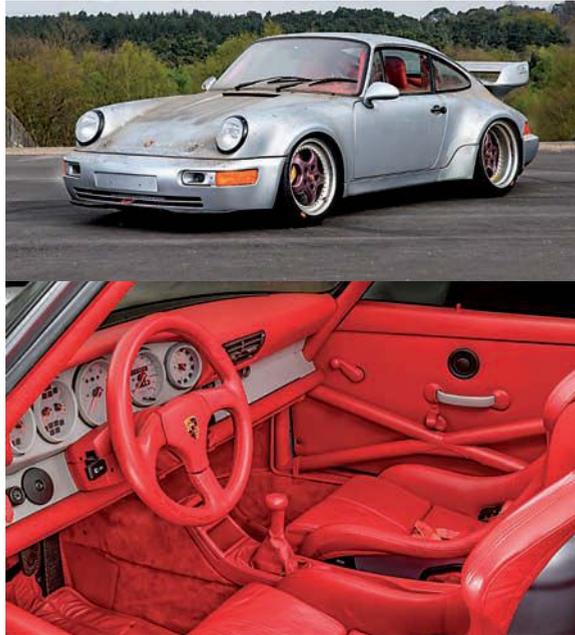
Fancy a brand new 964 RSR?

As so-called barn finds go this ultra-rare 964 RSR must be one of the most bizarre. For starters, it was stored from new with just 10km on the clock. It even still wears the factory cosmoline protecting sealant as applied by the factory.

But it's actually the car's spec where things get really weird. The RSR was conceived for privateer racing. Only 51 examples were ever produced. But not only was this example never driven, much less raced, it was fitted out at the factory with a plush full leather-and-carpets road-spec interior in a rather shocking shade of Guards Red. Look past the slightly soiled Polar Silver body and you'll also spot the purple centres on the Speedline alloys and the gold-painted brake calipers.

It all begs a number of questions. Who would go to the trouble and colossal expense to order such a singular machine? What was its intended use? Is it even road legal? In its day, the RSR racked up stunning race results from the outset, winning overall at the Spa 24 Hours, Suzuka 1000 KM, and 24 Hours of Interlagos. There was also a class victory at Le Mans, a 1-4 class sweep at the Daytona 24 Hours, and another class victory at Sebring. Quite what the market will make of this leathered-up example is hard to say other than to assume the bids will look like telephone numbers.

For answers to some or all of these questions, may we refer you to RM Sotheby's, who will be offering the car for auction on 27th May with a guide price that's as crazy as the car itself – no less than €2–2.2 million. To find out more, point you platinum card or failing that your web browser at rmsothebys.com.



A 964 RSR, with just 10km on the clock and still wearing its protective wax! This racer was specced for the road and is fully trimmed in, er, red leather. The wheel centres are purple and its value, when it goes under the hammer at RM Sotheby's, is likely to be off the scale

FLOOR MATS FINALLY INCLUDED WITH NEW 911S

Ringing in the model year 2018 changes

Rejoice, for every 911 now comes with free fully fitted floor mats. Well, every new 911 bar the extreme GT3 model. And about time, too, you cry, for a model range that starts at £75,000. It's just one part of a broader sweep of updates as Porsche refreshes its entire product range for the new model year.

We covered some of the other changes last issue, including the introduction of a Powerkit for the 911 Carrera S which pushes overall output up by 30hp to match the 450hp Carrera

GTS models. Elsewhere, all 718 Boxster and Cayman models now feature a DAB radio as standard. Similarly, every Macan now has a 75-litre fuel tank.

Perhaps the most significant change is that every new UK Porsche now comes with the PCM multimedia system complete with navigation and the basic version of Porsche Connect as standard. For the record, there's no word when free floor mats might trickle down to the rest of the Porsche range. Watch this space!



THE ART OF SPEED

Tweaked 911 Carrera from speedART packs GTS-beating power

Back in the good old days when men were men and 911s were air-cooled, the number of exhaust tips a car boasted really meant something. Two pipes stood for sporty. Four pipes indicated something seriously exotic.

But three pipes? That's just crazy. Enter, therefore, the zany triple-piped speedART SP91 - 480 EVO. Based on the now-familiar 911 Carrera S in its latest turbocharged format, it packs 480hp as indicated by the rather convoluted moniker. It's claimed to be good for 62mph in just 3.4 seconds and includes a range of upgraded features,

Along with the triple-pipe exhaust, which includes active sound management, you also get huge 21-inch speedART LSC-Forged wheels, sport suspension, an adjustable rear wing and seriously striking two-tone paint. Inside, speedART has cooked up what it calls a modern-retro cabin treatment, the specifics of which entail Porsche's tasty lightweight carbon bucket seats trimmed out with sky-blue gingham central fabric inserts and a bright blue badge on the steering wheel.

As a package, subtle it probably ain't. But if you're after something with unique style and more punch than a factory GTS, hook up with speedART at speedART.de.



All you need to know about speedART's latest creation is that it's got triple exhaust pipes. Who wouldn't want that?

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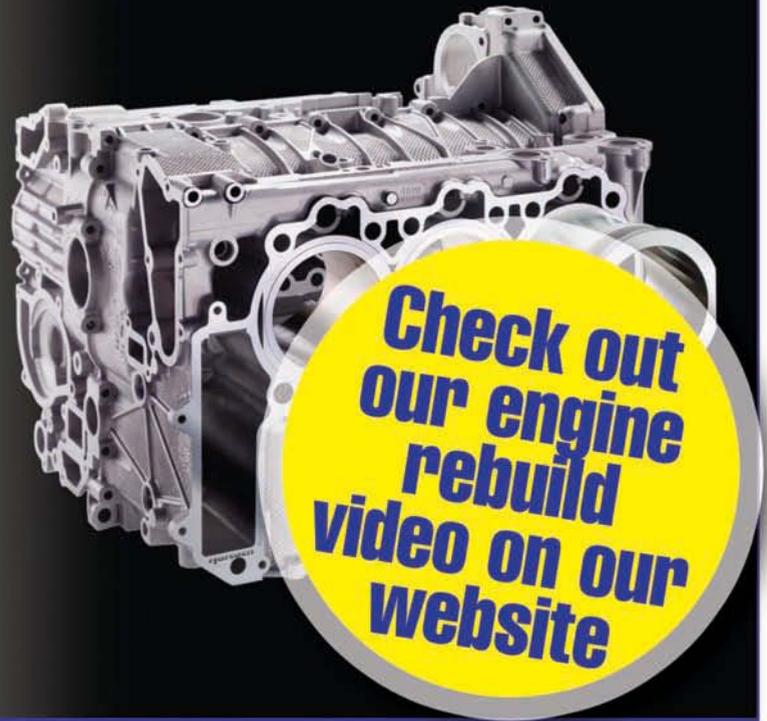
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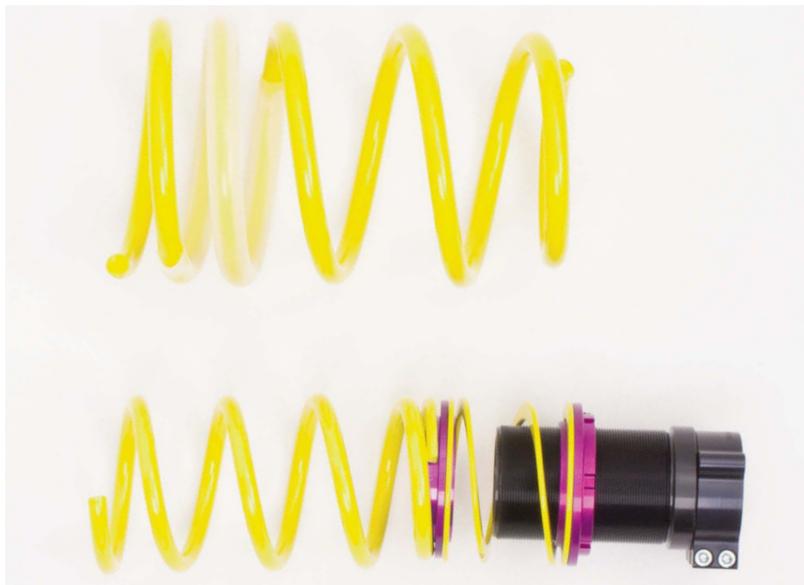
Some say the only noise you need is the sweet sound of a flat six. It's a fair point. But if you're partial to musical accompaniment in your period Porsche, Bergvill F/X politely ask you lend an ear. They have a special deal just for *911&PW* readers on a range of Continental (and we thought that Continental just made rubber goods) head units specifically created to combine a design that's sympathetic with older interiors with the latest functionality.

All models support high-quality Bluetooth music streaming via the standard A2DP protocol used by all mobile devices including smartphones. To that the 7418 model specifically adds a DAB+ radio tuner, providing pan-European DAB support. Bergvill F/X also offers a range of bespoke wiring harnesses for easy installation in classic Porsches, including 911 models up to and including the 996, 986 Boxsters and also 928, 944 and 968 models. Prices start at around £175, which sounds remarkably reasonable, so head to bergvillfx.com and enter the code "911&PW" at checkout.



MADE TO MEASURE

The facility to trim ride height has traditionally fallen within the purview of full-on coilover kits. The problem with that approach tends to be twofold. Firstly, quality coilover kits are expensive. They also tilt towards the hardcore when it comes to setup. Happily, however, KW now has a solution for those who want full control over ride height at a reasonable price or simply don't want the uncompromising focus of a coilover kit. It's their new HAS or height-adjustable spring kit for the 718 Boxster and Cayman. The kit allows for adjustments of 20mm to 40mm on the front axle and around 25mm on the rear. The springs have been developed expressly to work effectively with the factory dampers, including Porsche's optional PASM system, to subtly sharpen handling. The price is £746 including a two-year warranty. Find out more from kwsuspensions.co.uk.



LOAD UP FOR LE MANS

We're approaching that time of year when those friendly gendarmes relieve we rosbifs of our spending money *en route* to the greatest motorsport event of the year. Yes, it's Le Mans 2017. So why not kit up with this official Porsche branded clobber from our chums at SelectionRS. Of course, ghastly weather is always a risk at Le Mans, so the action starts with a grey poncho with Porsche in red lettering. Next up is a grey T-shirt, again with Porsche lettering in red. A more practical contribution comes in the form of a pair of hand bags. The first is a packing bag in grey with a red draw string. The second a similar but larger backpack in grey with red straps and lettering. Finally, there's the obligatory lanyard for all those VIP and pitlane passes. And all for a piffling 35 euros or about £30 from selectionrs.com



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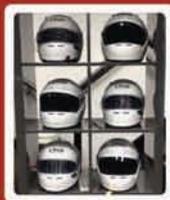
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SCALE-MODEL UNICORN CAR

Porsche's latter-day 911 R, the one based on the Type-991 model and powered by an epic 500hp motor, is famously hard to come by. You could almost say it was impossible to buy. After all, it was somehow sold out even before it was announced. A nice trick, albeit not unusual when it comes to limited-edition models. But if you missed out first time around, here's a second bite at the cherry in scale model form. SelectionRS have this nifty Minichamps 1:43 model available and it's even on special offer. What's more, it's available in such a wide array of body colour and stripe combos, it's a bit like spec'ing up your very own unicorn car on the official Porsche configurator. The price is just 54.95 euros, or £50 in old money, including taxes. So don't delay, head for selectionrs.com today.



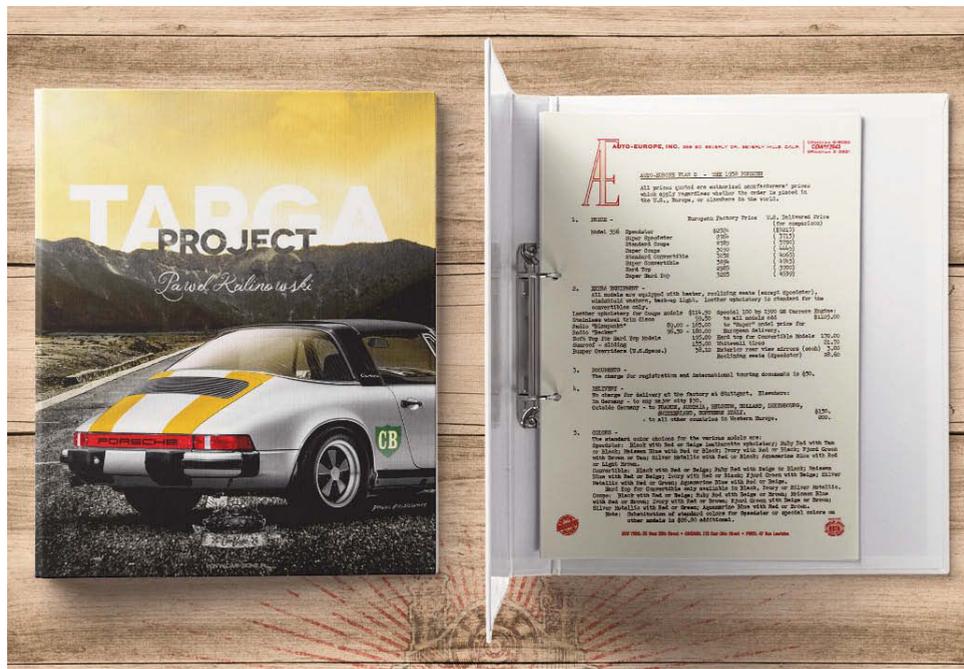
A GT3 FOR THEE

Speaking of the 911 R, some would argue that its unicorn car status has been comprehensively undermined by Porsche's latest high-octane offering, the new 911 GT3. After all, the latest GT3 matches the R not only with its 4.0-litre, 500hp motor. It's also available once again with an optional manual gearbox. What's more, the GT3 will refine that combination even further and, should you be among the rare breed of owner that actually drives these things, you might appreciate the effort Porsche has put in to achieve 9000rpm with added reliability from its latest 4.0-litre lump. On the other hand, not many of us can afford even the GT3's relatively modest list price. And even if you can, it too is more or less sold out already. So bag yourself this 1:43 scale diecast effort instead from the official Porsche shop. It's £42 from shop.porsche.com/uk.



CUSTOM PROJECT BINDER

Everyone loves a project, right? And with every pukka project comes proper paperwork. And where better to keep it than in a fully customised binder depicting your motorised muse? This lovely little idea comes from Car Bone, a conspicuously creative Polish collective that specialises in Porsche-related esoterica of all kinds. Cool stuff for Porsche enthusiasts, in other words. The binder is A4-sized and available with and without an external box cover. Car Bone can either print a photo of your car on the cover or come up with a bespoke design that pays full homage to your project. Dimensions closed are 315mm by 270mm by 40mm and it has capacity for up to 250 sheets of A4. Enough for a fair few bills, we think you'd agree. Pricing varies but starts at \$85 or around £65. Find out more from car-bone.pl.





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RUBBER SEAL RESTO'

Bodywork resto' jobs and engine rebuilds can be awfully glamorous. But it's arguably the finer details that separates a middling makeover up from a concours restoration. Which is where the Sierra Madre Collection comes in. Among other things, this Pasadena, California based outfit does full seal and rubber restoration kits for air cooled Porsches from early 356 models right up to 964s. The kits are extremely comprehensive and, by way of example, the version for a mid-'70s impact bumper car includes the windscreen seal, all window seals, rear quarter seals, the fuel filler flap, window channels, torsion bar cover seals, vent seals, door top trim seals, glass felt brushes, door handle gaskets, bumper valance and, well, a zillion other items. Prices start at \$765 or £700 plus taxes and shipping from sierramadrecollection.com.



MAKING THE CONNECTION

Another one from the Sierra Madre Collection and this looks like it could be, ahem, a real treasure for owners of air-cooled cars. It's their Refuze replacement fuse panel. In the kit for '74-'89 year 911s, you get a 13-position panel which combines and replaces the three-position block and the 10-position block of the front fuse panel, eliminating the external jumpers between the three and 10 blocks. An eight-position panel replaces the original front eight-position block. A three-position block for the engine compartment completes the panel set. Each panel has internally ganged contacts identical to the OEM configuration and is made from DuPont Rynite 530 automotive grade resin. No relocation of original wiring is required and fuses are included. Prices vary by model and range from \$210 to \$400. Find out more from sierramadrecollection.com.



STRIPE IT UP

Porsche's rebooted 911 R is arguably the 'it' car of the past decade. We certainly can't think of a new model from any manufacturer that's created so much buzz from such a small production run. So why not add a little R-style excitement to your late model Porker. KI Studios do a range of decal kits that precisely mimic the look of the R's iconic stripes. The kits are available for a range of models, including Type-991 911s, 981 Caymans and 987 Caymans. You can opt to keep the stripes simple by ordering in a single colour, or add an accent colour at additional cost. KI says the R stripes are best fitted by professionals using a heat gun to ensure the correct contours, but that the stripes can also be fitted DIY with care. Pricing starts at \$299 or £250 to which you'll need to add any shipping and local taxes and duties. Peruse the options at kistudios.com.



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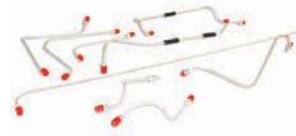
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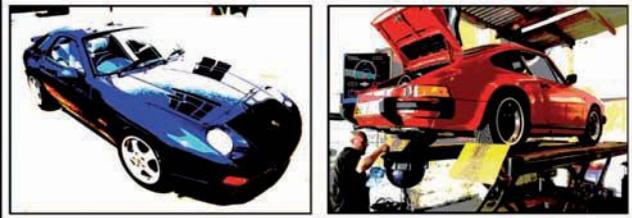


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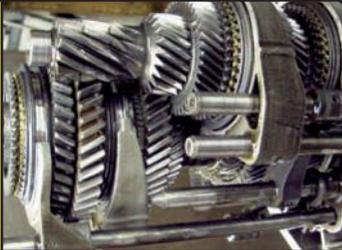
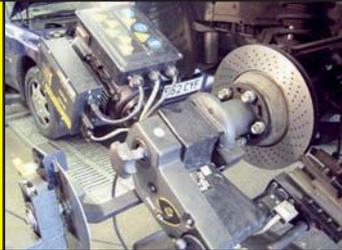
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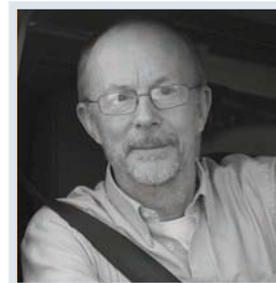
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THE USUAL SUSPECTS



CHRIS HORTON
911&PW's
consultant editor

A long-forgotten news item that he wrote about the very first 944 proves strangely prophetic, suggests Chris Horton, who also wishes that Porsche could offer something as uncomplicated as that today. Plus: *not* getting all steamed up about replicas

BE CAREFUL WHAT YOU WISH FOR

About a hundred years ago – well, 36, actually, but it certainly feels more like a century – I was briefly the editor of a magazine called *Kit Cars & Specials*. I also contributed to the publisher's other title, *Alternative Cars*. (And there, surely, is an automotive subject whose time has finally come.) Not entirely surprisingly, given my propensity to 'archive' old magazines, and much else besides, I have in my collection copies of both from those far-off times.

Idly leafing through the October and November 1981 edition of *Alternative Cars* a few days ago, I found an intriguing-looking news item about the then brand-new Porsche 944. 'It's always good to hear of a new Porsche,' it began, 'especially when the car in question is as interesting as the recently launched 944. Unveiled at the Frankfurt Motor Show the car will go into production at the end of the year, and right hand drive versions will be available from next spring.' My curiosity aroused by the historical detail I hoped the piece might offer, I continued reading, and was pleasantly surprised to see at the end my by-line, or to be more precise my initials: CJH. As I said, it was 36 years ago.

What fascinated me most, though, was the penultimate paragraph, in which I indirectly quoted Helmuth Bott, then the director of Porsche's R&D programme. 'With only four cylinders the frictional losses within the engine will be much less than in say, a six or eight cylinder unit, and it will be working at a higher level of thermal efficiency over a greater part of its operating range with consequent gains in performance and economy.' (Subtext: who wants a gas-guzzling 911? Although quite how that squared with the company's later much-publicised enthusiasm for the 928 at that time remains unclear. There was even a possibility it would supersede the 911.)

Either way, Porsche today offers the same explanation – or should that be the justification? – for the flat-four engines in its recently launched 718 Boxster and Cayman ranges. And the fact is that thanks to the huge improvements in technology during the intervening period – and not least their somewhat controversial use of turbocharging – the 'S'-model 718s, with roughly the same 2.5-litre capacity as the original eight-valve and naturally aspirated 944, offer considerably more than double their progenitor's power and torque.

I am not convinced that this can be called progress in the strictest sense of the word,

though. Porsche claims a Combined fuel consumption of 38.7mpg for the PDK-transmission Cayman 'S'. But the truth is that to obtain anything like that figure you would surely have to drive feather-footed on a deserted motorway, and in which circumstances the knowledge that you can accelerate from standstill to 60mph in 4.2 seconds, and then race on to a maximum of 177mph, is surely irrelevant. (Just as it is from a legal standpoint. On UK roads, anyway.) And let us not forget that the original 944 was shown in road-tests of the time to be capable of an average 30mpg.

What I am suggesting is that were Porsche and, to be fair, the wider Porsche-buying public *really* interested in behaving as responsibly as we all now profess ourselves to be, then the company would surely be building a genuinely simple, no-frills and above all lightweight Cayman (an early 944 weighs around 1200kg; a current 718 Cayman 'S' about 1400), and not one capable of well over double the current motorway speed limit. With just four cylinders, yes – for the same reasons as the 944 – but naturally aspirated, and ideally with good, old-fashioned inlet-port fuel injection rather than the potentially problematic DFI. (See pages 72–76 of the June edition.) It would almost certainly be better 38–40mpg in typical conditions, and even detuned to roughly the same output as a 944 it would still be a lot of fun to drive, not least thanks to modern, state-of-the-art suspension, steering, tyres and brakes.

It's pie in the sky, of course, in a world where, in

just about every sphere of human activity, 'better' invariably means faster, more powerful, and more expensive (and crucially more profitable for the relevant manufacturer). But something has to halt this inherently unwinnable arms race that we seem to have locked ourselves into – and which will surely begin to be replicated by electric cars as they become ever more mainstream. How long, one wonders, before even – say – a Nissan Leaf has 'Ludicrous' and 'Insane' power settings in the manner of the Tesla Model 'S'?

By the way, I concluded that 1981 story on the 944 by light-heartedly saying: 'I want one!'. It took me another 18 years to fulfil that ambition – which might suggest a certain lack of commitment to the cause – but the car that I bought then I still have, and I am on my second 924S, so I hope that I have in that respect proved myself!



Much of the rationale behind the original 944, as expressed in this 1981 news story, could usefully be applied to modern Porsches, argues Chris Horton – and not least the car's now seemingly modest but in truth still more than adequate public-road performance. If we are genuinely serious about reducing energy consumption then sadly we have to control our insatiable appetite for speed, most of which the vast majority of drivers never use anyway. Note, too, the statistics in the short story at the bottom right of the page. Now there are 34 Porsche Centres, and in 2016 they sold 13,096 cars – although Porsche Cars GB is today tight-lipped about financial figures

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



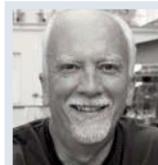
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A 'STAR' IS BORN – OR PERHAPS NOT

Replicas, tributes, recreations, call them what you will, but in the Porsche and wider classic-car worlds they rarely fail to arouse heated debate. It appears that the idea is catching on in other fields, too, in part for the same obvious reasons – imitation is the sincerest form of flattery; we all seek the kudos of owning something unique – and by and large, it seems, without anyone getting too hot and bothered about either the ethics or the morality of it all.

Two summers ago, in 2015, I had the unlikely pleasure – for a car journalist, anyway – of travelling on the footplate of a genuinely classic British steam locomotive. (I am going to try extremely hard not to use the word 'iconic' here.) Number 92220, *Evening Star*, it was built in 1960 at what was then British Railways' Swindon works, and was the last such engine to be manufactured from the ground up in this country until, in 2008, a group of private individuals constructed the all-new *Tornado*.

The occasion of my cab ride was a story for the Porsche Club Great Britain's *Porsche Post* magazine, comparing the driving of a high-performance car with a high-performance locomotive, and the location the preserved (and superb) Great Central Railway in Leicestershire – currently the only heritage line in the UK with genuine double-track running, where trains can pass each other just as they would on the main line. In truth, I was a bit of a hanger-on – the feature was being written by Porsche Club member Peter Maynard, who as well as being an enthusiastic 981 Cayman 'S' owner has a licence to fire and drive these 100-tonne, mega-horsepower behemoths, and the snaps were being taken by my colleague and friend Peter Robain – but who in their right mind was going to turn down an opportunity like that? Exactly.

Except, of course, that the engine wasn't the real *Evening Star*. That, as befits its historic status, has long been an important part of the National Railway Museum collection based at York, and as far as I can establish was last in steam many years ago. 'Our' engine was, in fact, number 92214, built in 1959; another British Railways Standard Class 9F with the same imposing 2-10-0 wheel arrangement, and in all respects practically identical to 92220, but most definitely what you might politely call an understudy.

It belonged – and still does – to Mike Gregory, a major supporter of the GCR, and as far as I could tell had quickly become a calmly accepted part of the overall heritage-railway 'landscape'. Inevitably one or two visitors to the line could be heard sagely telling their companions that it was a 'replica' – just as I am telling you now – but to a man (and occasionally a woman) were as thrilled to see it as I was to ride on it. Or simply to be that close to it, frankly.

And there is, of course, no ulterior motive, financial or otherwise, in such a benign 'deception'. I have to admit that to begin with it did strike me as a bit odd – it would be rather like one of we Porsche enthusiasts taking our genuine 911 Carrera 2.7 RS, and very publicly badging it as another only slightly more famous example; why on earth would you bother when you already own such a fabulously valuable machine (I nearly said 'icon' there...) – but such seems to be the way of these things in the railway world.

Somewhat confusingly, 92214 has subsequently assumed several further identities. Later that same year it reverted to its original number and was renamed *Cromwell*, after Gregory's company, Cromwell Tools. (There is, as some of you may know, a 4-6-2 BR Class 7 locomotive named *Oliver Cromwell*. Hence the possible confusion.) Later still it was briefly renamed *Leicester*, after that city's football club, and today, I understand, is back in British Railways black, and identified only by its original number. (Which cynics might suggest is a result of what I am informed was Leicester City's subsequent lacklustre performance. I couldn't possibly comment on that.) Either way, it is almost certainly as close as I – or anyone else in the foreseeable future – will ever come to riding on *Evening Star* and, regardless of its 'authenticity', I consider myself immensely privileged.

I am told by Peter Maynard that there is no lack of appetite in the heritage-railway movement for turning one engine – or the surviving bits thereof – into another, although again the process tends to be well documented, and never carried out with the intention of passing off mutton as lamb. Even now, reports Peter, the Bluebell Railway in Sussex is pragmatically converting a 78xxx Class BR Standard engine, long ago separated from its tender, into an equivalent but rarer 84xxx Class tank

engine, and it will be allocated a running number – essentially its registration number, if not its VIN – that is a work of fiction, or wishful thinking at the very least.

As it happens, the Bluebell Railway's Sheffield Park terminus and workshops are literally just a stone's throw from independent specialist Precision Porsche, so dare I suggest that perhaps you kill two birds with the proverbial single stone, and pay them both a visit some time soon. You won't be disappointed on either score, I can assure you. **PW**



This magnificent machine was at the time of these 2015 photographs (and all three are by Peter Robain) playing the role of the last steam locomotive constructed by British Railways, but in truth was – and is – a slightly earlier example from the same none the less highly significant series. It's not uncommon practice in the world of the heritage railway, it seems, and generally so well documented that there can be no possibility (or intention) of deception. As so often with 'replicas', however, there is always a clue for the observant: the plaque below the loco's name badge has only two securing screws. Surely BR would never have sent it out like that! Either way, says Horton, riding on the footplate – and briefly 'firing' the engine – was a privilege to be treasured for many years to come



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PORSCHE AT THE DOUBLE

Frank Nutt wasn't looking to own two 911s from the 997 and 991 line-up, it just happened to work out that way. And along the way he's owned many more, from a Carrera 3.2, 964 and 993 to a 996 Turbo. He's quite happy to get stuck in, too, carrying out servicing, body work and even replacing the synchro rings on his Carrera 3.2 gearbox

Words and photography: Brett Fraser

Keeping up appearances. We've all heard the expression. Maybe even watched the old 1980s sitcom where Hyacinth Bucket kept up appearances by insisting her name was pronounced Bouquet and pretending she was Lady of the Manor when in fact she lived on a middle-class suburban housing estate.

But for specialist sewing machine shop owner, Frank Nutt, when it comes to his Porsches it's more a case of playing down appearances. Strangely, none of Frank's friends or clients are what you'd call true car enthusiasts, and he believes they wouldn't really 'get' his passion for Porsches (and quick cars in general) if he tried explaining it to them. 'Porsches still have a bit of an image problem,' he reckons. 'If I turned up to work in my 991 [Carrera 4S] or even my 997 [2005 C2S], my customers and suppliers would give me

good-natured grief about being flash and charging too much, which isn't an impression I wish to foster. I've always bought Porsches because I love to drive them, not because I want to show off.

'So instead I commute into my shop in Birmingham in a dark grey BMW M4. The crazy thing is that it cost almost as much as the 991, but to non-enthusiasts it just fades into the background, it's almost invisible. Most people simply don't have an opinion on it at all. So I've ended up taking out the Porsches for the sheer pleasure of driving them, even though they're supremely capable of tackling the daily grind, too.

'That's probably a good thing. Over-exposure to even an exceptionally good car can often make it seem mundane: you start to take it for granted and forget how special it is. While I'm never pushing them to their limits, I never forget how wonderful my 911s are.'

Having both a 997 and a 991 at the same time was not part of any grand plan of

Frank's – it was happenstance rather than strategy. 'I wasn't actively looking for a 991, and yet in the back of my mind I guess I was thinking about having a better condition car than my 997 and I'm always checking out the classifieds for curiosity's sake...

'Another factor at play here was the fact that I'm very particular about the spec of my 911s: as an absolute minimum they have to have a manual gearbox and a sunroof, not such common items on the 991, especially in tandem – in fact, I'd never seen a car with them both. So when one popped up on the used car forecourt at nearby Porsche Solihull, I couldn't not go and have a look.

'And the car was truly immaculate. In my head I'd imagined that I'd go for a C2S, but this car was so nice I didn't care that it was the four-wheel drive model. Even so, when I was walking up to the dealership to propose a deal, I hesitated for a moment – I hadn't got rid of the 997, I didn't really need it, and it was a lot of money – but in the end I

You would be smiling too sitting between a 997 C2S and a 991 C4S, both of them yours



couldn't help myself.' We've all been there...

Frank's journey to 991 ownership has been a long one, dotted with many other 911 purchases along the way, and with another of Ferdinand Porsche's rear-engined, rear-wheel drive designs as its launch pad. 'Back when I barely knew what a Porsche was I bought a Beetle GT as my first car,' reminisces Frank. 'Guess I can blame my dad for that, because although he wasn't really a car enthusiast, he did own a string of Beetles. My car became a project – although it was only nine years old at the time, the bodywork was dreadful. I ended up fitting new heater channels and replacing the inner wheelarches.

'I also had to take the engine apart: it wasn't part of my plans, but I dropped a component down a bore when I was cleaning the carburettor and had to dismantle the motor to retrieve it.'

Aged 20, Frank opened a sewing machine shop (his parents owned one, too), and as the business grew he worked his way through a succession of hot hatches before finally succumbing to Porsche fever. 'It was 1994 and I was invited to Porsche Reading for a sort of an open day to see the 968. At that stage Porsche was endeavouring to shake off its "Yuppie" image and was once again courting the enthusiast audience.

'While I was there I was also offered the opportunity to drive any other car in the showroom and opted to take a 993 – black with a black interior – out for a spin. I was instantly hooked on 911s. I knew I couldn't afford a 993, and my father was mystified as to why I would even contemplate spending that much money on a car. But I did buy a 911, a blue 3.2 Carrera, which cost me £23,000, the same price as a new VW Corrado at the time.

'Although I only kept that car for about seven months, I came back to Porsche in 1997 when I bought a 12-year-old 3.2 in white. Mostly it was reliable, but the gearbox was a bit sticky so I replaced the synchro rings myself, the most difficult mechanical job I've ever done. I also took the bumpers off to respray them: that entailed hours and hours of work and I would never do it again. Oh, and I also replaced the front dampers and suspension bushes.'

Not content with owning the single 911, Frank also bought a 993. 'I didn't keep it very long, but in that short space of time it made the 3.2 seem very old, so I swapped it for a 964 that I kept until 2003.'

Once the 964 had found a new home, Frank took a short break from Porsche ownership, getting back in the saddle in 2007 with the purchase of a 996 Turbo. 'At that stage they weren't that much more than a standard Carrera,' he grins. 'I paid £46,000 for it at a time when used 997s were still in the high 50s.'

While he wasn't worried about bore scoring with the Turbo engine, Frank was glad of the Porsche warranty the car came with. 'It needed new rads, all the hydraulic tappets had to be replaced, the engine came out – I reckon it was about 10 grand's worth of work in the end: Porsche garages must have been looking to create work for themselves at that point, because I didn't even think the valves were noisy.'

One half of Frank's monochrome Porsche duo – a 991 C4S, with trademark C4 rear reflector and full badging, just in case of any doubt. Frank reckons the 991 is more of a GT car compared to the 997



“ I hesitated for a moment – I hadn't got rid of the 997, I didn't really need the 991... ”



Frank reckons that the 997 C2S is 'rawer and more 911-ish' than the newer 991. Early 997 3.8s are known to have bore wear issues and, sure enough, Frank's received a replacement short engine in 2012



HISTORY
Frank's modern 911 duo make for an interesting back-to-back. The 997 arrived in 2004 and was an evolution of the 996, Porsche's first water-cooled 911 and first all new Porsche since 1963. The 997's shape was more defined than the smoother 996 and looked rather more like a traditional 911. Hugely popular, the 997 was replaced in 2011 by the 991, a clean sheet design, which was both wider and longer, largely to achieve more interior space. As Frank rightly points out, the 991 is more of a GT machine than the 997, which is what customers demand these days.

Frank had sold several of his 911s through Shirleys Garage, and in 2012 with the Turbo now gone, the Midlands-based Porsche specialist had got his old white 3.2 back on the forecourt. 'I was sorely tempted to buy that car back again,' confesses Frank, 'but I was instead talked into a tatty but straight 993. It was misfiring, the passenger window didn't work and the sunroof's lining was falling off. I did lots and lots of silly little jobs on that car, but by the time I'd finished them all, I knew it was a keeper.'

Only it turned out it wasn't. 'After 18 months I needed to fund the purchase of a new shop, and the 993 was the quickest way to release capital: I got £21,000 for it. Although it wasn't very long before the business could repay me for that "loan", in the interim 993 prices had scooted northwards towards £40K. However, 997 prices had fallen to within budget. I thought the 997 looked great; it reminded me of older 911s.

'I bought 3.8 S privately with a couple of months' warranty left, and had it serviced immediately to check if anything was awry. Since then I've changed the oil again

myself, fitted new discs and pads, and replaced the brake and clutch pedal switches. I've also discovered it had a replacement short engine in 2012... Although it has largely been reliable and a real joy to drive during 11,000 miles of motoring, it's now suffering a niggle with the gearbox which I can currently live with but would need to be sorted if I wanted to sell the car. Porsche Tewkesbury – who are

the more you realise that if you dig deep enough you uncover huge speed and capability.

'Mind you, it's taken me a little while to go digging. Not long after collecting it from Porsche Solihull, the clutch became very heavy and clean shifts were hard to achieve. Porsche Tewkesbury has now fitted a new clutch and the 991 is driving like it should.

“ The 991 is more the GT, refined and comfortable and convenient ”

great, by the way – sorted out an oil leak on the gearbox, but that hasn't fixed the crunchy change.

'I know that perhaps I should sell it, but it's rawer, more 911-ish than the 991, and part of me thinks that's justification enough for hanging on to it. The 991 is more the GT, so refined and comfortable and convenient. That said, the more you drive it

'Most of the trips I do in my Porsches are short, swift blasts within a 50-mile radius of home, but I've already got a trip to Scotland booked for my wife Claire and I in the summer. I have a feeling the 991 will be fantastic for that trip – lazy and relaxing on the motorways north, then a real hoot on those empty Highland roads. I'm really looking forward to it.' **PW**



The 997's cabin (far left) is typically 911 compact compared to the 991, which is more accommodating and adds to the GT feel of the later car. Note the 997's quaint handbrake lever, the application of which on the 991 is handled by a switch! Still, this 991 is a manual, which is very much a rarity with contemporary 911s



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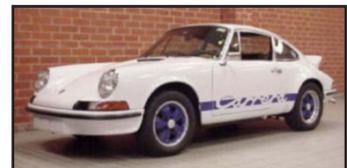
1989 Porsche 944 2.7 LUX, white w/blue plaid interior, 60k miles, as new condition, £18,995



1989 Porsche 911 3.3 Turbo Cabriolet, Baltic Blue, w/blue, 5 speed, 60k miles, as new, £119,995



1970 Porsche 911 T 2.2, Black with Black interior, fully rebuilt and in pristine order, £79,995



1973 Porsche 911 Carrera 2.7 RS, 3 cars available, please email or call for info, £POA



1970 Porsche 911S/T, 911T/R, 934, 959 Sport, 968 Turbo RS, some very rare Porsche available, £POA



1993 Porsche 928 GTS, Auto, Midnight Blue w/grey Leather, high spec, £37,495



1982 Porsche 911 SC Coupe, Guards Red w/black Leather, non sport, 82k miles, £39,995



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



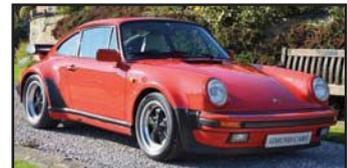
1973 Porsche 911 T 2.4 Targa, fully restored, Beige Grey w/black, great car, £69,995



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



Words: Johnny Tipler Photography: Antony Fraser

A BIT OF R&R

The original 911R is a potent legacy to live up to, and, 50 years on, one surely worthy of a reprise – hence the 991R. We track the Rennsport recipe

In 1967, Porsche's new race director Ferdinand Piech delivered his opening salvo on the 911's inexorable pathway to on-track invincibility – in the shape of the 911R. No two ways about it, the R is a spartan competition car, and one of the rarest 911 derivatives made, with just 20 cars bearing the RennSport R chassis number. The specification included the 210bhp 901/22 engine (similar to the 901/20 Carrera Six), which meant it was technically a prototype and thus eligible only for the GTP class on the international stage. At the time it was categorised by the FIA as a Group 4 car, requiring a maximum of 50 units built in 12 consecutive months, compared with a minimum of 500 units built in a year for

the 911S in Group 3 race trim. The factory race department retained six of the twenty 911Rs, and the remaining fourteen units were sold to privateers.

This particular 911R is a bit special, being one of the six factory cars. It was commissioned in June 1967, chassis 11899002 R, and completed on 6th November 1967. It debuted in Vic Elford's hands the following month at a Hockenheim press day, and was retained by the factory as a test and race car until invoiced on 29th September 1969 to Dr Mario Daolio, a motor racing fan practicing in Asmara, capital of Eritrea, a province of Italian East Africa. As far as we know, the Doctor's 911R was campaigned only once, in the XII Circuito di Taulud road race at Massaua, Eritrea, driven by Nino

Ronzoni (Eritrean champion from 1951 to 1956). In 1984, after he'd retired and returned to Italy, Dr Daolio sold the 911R to Tokyo collector Jun Euda, whence in 2006 ownership was transferred to the Symbolic Motor Company of La Jolla, California, by which time it had clocked barely 33,000kms. In 2010 it was bought by the Belgian JFD Collection, and immediately a complete engine rebuild was implemented at 911Motorsport near Antwerp to ensure all was in order mechanically. Johan loves nothing better than to drive his Porsches in the manner for which they were designed, and the 911R is no exception, and his favourite venue for this activity is Abbeville circuit in northern France. So at the end of April, he invited my snapping colleague and me to





911R

Model tested:	911R
Engine:	2-litre flat six
Transmission:	5-speed manual
Body style:	2+2 Coupe
Top speed:	150mph
0-62mph	4.8secs
Power:	210bhp at 8000rpm
Torque:	152lb ft at 6000rpm
Weight:	822kg

Johan in typical sideways mode! Well, Porsches can take it. Johan's R is the sister car to the record breaking 911R that averaged 130mph for 36-hours at Monza in 1967 and donated some of its suspension components to the cause

Interiors don't come much more spartan, but then the 911R was seriously lightweight at 822kg

join him at Abbeville to sample the 911R, along with its latest stablemate, a recently acquired brand-new 991R.

First, a little background on the 911R. So far as we know, it has little race history, but notably it was present as a spare car when the factory team comprising Jo Siffert, Rico Steinemann, Dieter Spoerry and Charles Vögle made the non-stop four-day record run at Monza in late October 1967 in a sister 911R – pounding the banking and road course in light and dark, fog and rain, to average just over 130mph for an incredible 96 hours. That record-breaking car featured the red stripes that are carried over onto the new 991R namesakes. As Johan clarifies, 'my R was the backup car that gave up some components – mainly suspension parts – to the one that actually did the endurance run, and it didn't have

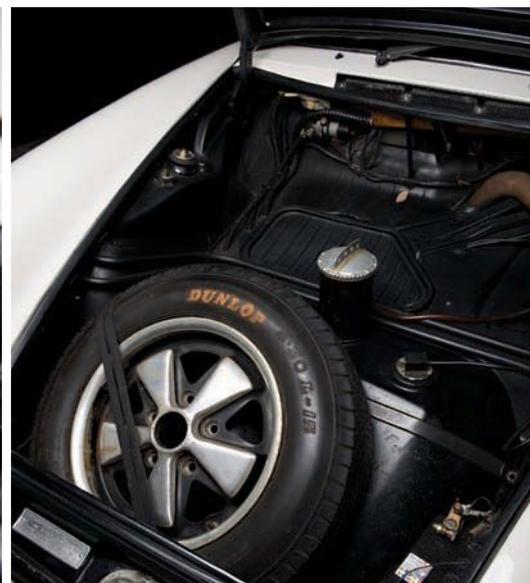
the red stripes.' The car remains fundamentally unrestored. Although it has been repainted once, it's never been disassembled, to the extent that the door rubbers are worn and the original rear

There were no seats in the car when he took delivery, so he fitted a pair of original Scheel seats, which are still in the car. The heads are the correct 911R items, the inlet manifolds are magnesium, the twin banks of

“ My R was the back up car that gave up some components ”

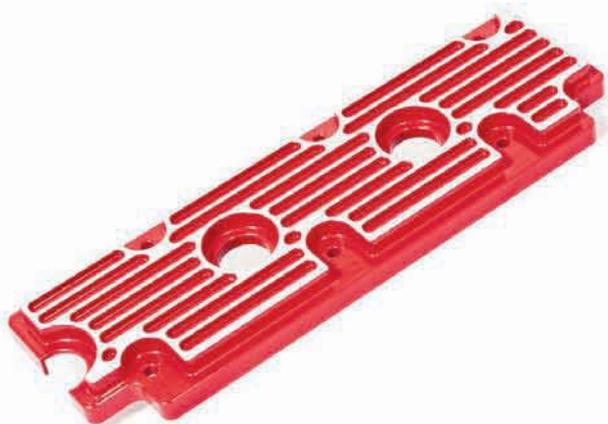
window is yellowing. 'Everything is as it left the factory,' he affirms. 'Because some parts had been removed during the record run at Monza, Porsche installed a correct 901/22 engine – though not matching numbers – before it was sold to Dr. Daolio.

carburetors are the proper Weber 46 IDAs, and the twin-spark distributor is another obvious feature. The engine shroud is the beige semi-transparent raw glassfibre that's always a hallmark of a racing flat-six.' The real deal, then.





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Back in the day, the 911R's power output was quoted at 210bhp, and Johan's engine rebuild found a little more: 'now we have 216bhp on the bench at 8300rpm, mainly due to modern materials and tolerances.' And that, in a very light, narrow bodyshell, tipping the scales at less than 900 kilos, is a potent mix indeed. It took radical surgery and wilfully minimalist construction to achieve that. Every panel except the basic shell was replaced with glassfibre items. Bumpers, valances, front and rear lids, doors and front wings are all in resin, while the door window frames are aluminium, the panes glued in with silicone, and the engine lid hung with the simplest of hinges. There are no door liners, no roof lining, and leather thongs hold up the windows. Distinctive louvred air vents in the plastic rear three-quarter windows each have a

little drip tray to catch rain ingress. There's no radio or glove compartment, no cigarette lighter, minimal carpeting over the side sills, and the simplest of rollover hoops, braced from the rear seat mounts. Sidelights are simple aftermarket items, and indicators are

fan of the 911R, and when he heard on the grapevine that a retrospective GT3-type model boasting a manual gearbox was on the stocks at Zuffenhausen, he placed an order with his local Belgian concessionaires D'Ieteren. Soon enough he learned it would

“ Back in the day, the 911R's power output was quoted at 210bhp ”

sourced from the contemporary NSU 1000 TT parts bin. What appeals as an intriguing concoction today was simply a pared-to-the-bone racer in 1967.

Clearly, Johan has always been a huge

fan of the 911R, and when he heard on the grapevine that a retrospective GT3-type model boasting a manual gearbox was on the stocks at Zuffenhausen, he placed an order with his local Belgian concessionaires D'Ieteren. Soon enough he learned it would be the limited edition 991R, commemorating the fiftieth birthday of the 911R. Out of the production run of 991 cars, Johan was keen that the chassis number of his new 991R would match his 911R, which



meant it would have to be 002 991, but Porsche explained that number 2 is reserved for the CEO, so instead Johan decided to go for 603 because his first RS was 1603. Then came the delicate matter of matching the hue of the 911R. There are many shades of white on the Porsche palette, and in consort with his friend, GT3 Godfather Andreas Preuninger, he settled on a light ivory with matching mirrors, and a racier red for the stripes than worn by other 911Rs. There's a reference to the old car's chassis number in the new one's door sills, too. 'Basically they are a pair now, we cannot separate them, they are like twins with 50 years' difference.'

Taking delivery of the new car was complicated. The icing on the cake for Johan would be collecting it from the factory in person, although that's not normally

common practice. But as it happened, Porsche had approached Johan with a view to borrowing his classic 911R for a publicity shoot prior to the release of the 991R, and he was able to use this request, and his rapport with Andreas Preuninger, to link the two actions: he'd take delivery of his 991R and avail them of his own 911R for the photoshoot. Johan devised a bit more of an adventure into the bargain. His 911Motorsport mechanic Mike Van Dingenen trailed the 911R down to Zuffenhausen where the brand-new 991R was handed over on November 4th – tying in neatly with the 1967 record run – and both cars, ancient and modern, were then driven to Monza where another contact arranged specially for them to run on the circuit's vintage banked section to emulate those extraordinary events of '67.

On track, you won't be surprised to hear that these R babies are from opposite ends of the vehicular spectrum. Let's take the 911R. After 10-minutes' frenetic lappery Johan's got it well warmed up, and I can head out on track, too, where it's a joy to handle such a properly sorted car. Vivid acceleration accompanied by that aggressive snarl, rising to fever pitch as the revs soar to 7000rpm in each gear. Handling's equally sharp and turn-in taut as I balance it through the bends, perfectly weighted steering making it a joy to swing from corner to corner. It's pretty stiff, though inevitably there's an element of period '60s roll. But what a beautiful 911 this is, so responsive and so chuckable, and all the while I'm treated to that manic roar of the on-the-cam 2.0-litre flat-six. It's agile, precise, and there's loads of grip, with

The 991R wears red stripes inspired by the 1967 Monza record breaking car. The 911R is as it left the factory in 1967 and remains largely unrestored

991R

Model tested:	991R
Engine:	4.0-litre flat-six
Transmission:	6-speed manual
Body style:	2+2 Coupe
Top speed:	200mph
0-62mph:	3.8secs
Power:	493bhp at 8250rpm
Torque:	339lb ft at 6250rpm
Weight:	1370kg



plenty of feedback, and as I brake the car pivots itself on the front end, the back end sticks, thanks to those Dunlop Green Spot tyres which match the R's short chassis geometry, and round it goes. No doubt this tight circuit suits its abilities very nicely.

The 991R is a different matter altogether. Well, no surprise there. It dabbles in the nostalgia fountain rather than imparting the full immersion provided by its senior sibling. Take the cabin scenario. It's dominated by houndstooth-upholstered competition-style seats that lack electrical adjustment, and a carbon-fibre strip across the dashboard provides a nod to modernity, while RS-style pull-handles on the door-cards take you back in time, and the '911R' embossed in the headrests remind you of what you're sitting in. There are no rear seats, though no half-cage either. It has to be viewed not as a trackable GT3-style car but as a consummate old school grand tourer. It's a wonderful seating position, and the houndstooth seats are firm and supportive,

gripping me at the midriff. I'm relatively close to the wheel, and the relationship of feet-to-pedals and to steering wheel and shift lever feels absolutely spot on. The tops of the front wings provide a tantalising frame viewed through the sides of the windscreen. A badge identifies this car as a tribute to 11899002R, Johan's other R, and

I sit in with Johan as he carries out an on-track shakedown. He's switched off all the traction controls, stiffened up the suspension, activated sports exhaust, and we dive into the corners and it feels as if it were on rails. The tyres are not helping – they are too grippy; Johan pitches the car into a drift, but at the end of the drift the

Respect due. With massive and sticky Michelin Pilot Cup Sport tyres, the 991R is not an easy car to unstick, although nearly 500bhp in the rear does help

“ The 991R is a different matter altogether. Well, no surprise there ”

as number 603 out of 991. The ten-spoke wheels carry Michelin Sport Pilot Cups, 245/35 ZR 20s on the front and 305/30 ZR 20s on the back, with enormous RS discs and calipers visible behind the 20in wheels. We'll find out about their contribution to the exercise in due course.

treads grab hold and we are jolted back onto the straight and narrow. It's a salutary lesson in just how capable the 991R is, though for Johan's purposes in this context he needs less sticky tyres.

How does he rate his new 991R in this context? 'In the words of Andreas

Interior, with its houndstooth trim, is a homage to classic 911s, otherwise, compared to the 1967 original, it's a pretty comfortable, modern place to be





Preuninger, he made a GT3 RS for the road, and it is definitely a road car; it is not as good a track car as the 4.0 RS, for example. This is a better street car, it's amazingly fast, and I told Andreas the four things I like about it are the engine, which is fabulous, but I put the engine in 4th place, I put the chassis in 3rd place, I put the brakes in 2nd place, and actually by far the best thing about it is the interplay between the clutch pedal, the gas pedal and the gearbox, and that is actually unique in this

car; I haven't experienced that in any other car. If they can achieve that standard on the next generation of GT3s and GT3 RSs it will be absolutely fabulous, but this is out of this world in my opinion. It's a much nimbler car than the GT3 4.0-litre, it's very stable, but it's a lot less planted than the 4.0, which is like going into a corner in a racecar, but with this one you realise you're driving a street car. It is amazing on the narrow, twisty Alpine roads, and up at 8000–8500rpm it's magic. What I like about it –

and lots of other people agree – is that it doesn't have a rear wing. You've still got a spoiler that comes out, and it is very stable at high speed. When I came back from Germany I did about 280kph, and I think of all the cars Andreas made, and I've been lucky enough to drive, this is by far the best one.'

Turn me loose! Even with my lid on I don't even have to do half a lap to appreciate the enormous cacophony that fills the cabin, road car or not, as I stoke up



In reality there is very little connecting the 991R with the '67 original, but that is not to take away from what is an amazing modern 911

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Thanks to Eurotunnel for the seamless transit sous La Manche aboard Le Shuttle eurotunnel.com

Old school carbs v... well, it's under there somewhere. The 911R's 2-litre motor puts out 210bhp. 50 years on, the 991R packs 500bhp

the 4.0-litre 500bhp engine, snarling around the twists and turns using just the 2nd and 3rd ratios of the six-speed gate. It's alive from the start, and its four-wheel steering geometry ensures it swings easily in and out of the corners. It's a supremely responsive car, but with the best will in the world, you could never describe it as raw, in the same way that the original R wears its heart on its sleeve. With those '60s cars, 'R' might just as well stand for 'Raw' – 'Roar,' even – as much as 'Renn'. In fact, having driven four of the original twenty 911Rs here and there, I can discern no similarity whatsoever with the modern namesake. If you need proof, check out the 991R's cup holders. But who cares: this is what the state-of-the-art 911 has become – a special edition GT3 with the manual shift which that model was denied till very recently.

But does the 991R live up to the legend, or is it just a cash-in special? Obviously it has almost nothing in common with the 911R, physically or conceptually. How could it, when everything, from automotive technology to safety legislation, construction methodology and racing regulations, not to mention marketing objectives, has moved

on to such a vast extent? Five decades is a long time – many of us weren't even born that long ago (*surely shome mishtake? Ed*) – so small wonder that the 991R is a descendant of the original R in badge only. Johan believes Porsche missed an opportunity – he suggests they should have released maybe 100 hardcore cars, finished

anyway, in terms of past racing glory, if you've got it, flaunt it – and with that in mind maybe Zuffenhausen is already planning special edition TR and ST versions to celebrate those no less obscure competition 911s from 1968 and 1970/71, harbingers of the 2.7RS. As Johan remarks, 'every manufacturer is trying to make a link with

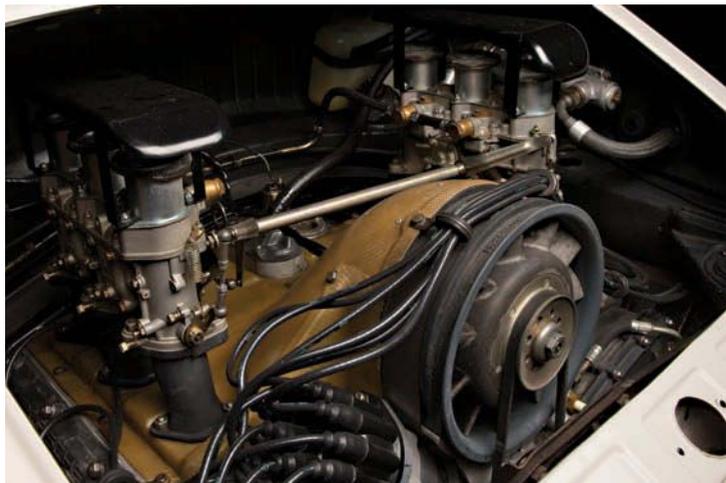
“ Does the 911R live up to the legend, or is it just a cash-in special? ”

without any carpets or luxury trim in the spirit of the original R. But here's what I think is a more relevant successor: the Cayman GT4 – better still, the lightweight 385bhp ClubSport version which shares front suspension and brakes with the 991 GT3 Cup. That embodies more of the 911R's disposition.

So, to revisit the question, is the 991R a cynical bandwagon jumper? Well, hardly; it's a very fine car in every respect, and

their past, so that's why we have the 50 years in between '67 and 2017.'

Half a century ago Porsche was on a roll, so there are plenty of antique racing references available. Johan's got his sights on something a little more recent: a reprise of the 911 SCRS – though he'll have to wait till 2034 for a 50th anniversary tribute to that! Sometimes dreams do come true. For now, driving a couple of Rs on track will do very nicely indeed. **PW**



Photography: Rémi Dargegen



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LEAN, GREEN, MEAN...

Porsche's legendary 2.8 RSR was close to being the ultimate all-rounder, at home on the race track as well as the road. But originals are hard to find and worth a fortune, so why not create your own modern take on a factory road-racer? That's what Ben Marden did, and we get to drive the result across Dartmoor National Park

The early 1970s was hardly the best of times for a motor manufacturer to consider launching a limited-edition, high-performance sports car.

The energy crisis was starting to make its presence felt, the western world's economic situation was taking a hammering, the newspapers full of doom and gloom. Sensible people would have rested on past laurels, made do with what they already had and waited for things to blow over.

model year, a total of 1580 cars had been built. Still a small number, but more than treble the original target. These were broken down into M472 'Touring', M471 'Lightweight' (or 'Sport'), RSH (the lightweight competition variant) and M491 – that's the RSR version, the inspiration for the car you see before you and of which just 49 were built.

The standard RS 2.7-litre engine (which had a capacity of 2687cc) was upgraded for the RSR models, retaining the 70.4mm stroke of the RS, but with a bigger bore

“ The German company had always been ones to swim against the stream... ”

But not Porsche. Oh no, the (at the time) relatively small German company had always been ones to swim against the stream, experiencing success and disappointment in almost equal measures in its efforts to create the best road and race cars of the era. So it should have come as no great surprise that when in 1972 Porsche showed off its latest hot-rod – the 2.7-litre Carrera RS – members of the motoring press and potential customers alike sat up and took notice.

Porsche originally planned to build just 500 examples to allow its homologation for racing, but the order books were soon filled to capacity, and by the end of the 1973

(92mm) to give a capacity of 2806cc. The six-cylinder unit (type 911/72) developed 300bhp at 8000rpm and maximum torque of 190lbft at 5100rpm. The transmission was carried over from the RS as well, but with a range of gear sets and final-drive ratios available depending on the intended use and to suit different circuits.

When it came to brakes, the drilled and ventilated discs with matching calipers originated from the Porsche 917. The trademark wide RSR wheel arches were necessary to accommodate the 9Jx15 and 11Jx15 Fuchs wheels, but at the rear a ducktail spoiler hinted at the RSR's Carrera RS roots. The body itself underwent a strict







Above: Probably the most seductive view of any early 911, emphasising the wide curves of the RSR-style rear wings – handmade by Mark Darby at RS911

Below left: Our man Seume fell in love with the green meanie, choosing to wear a matching jacket as a mark of respect...

Below right: Leather features extensively throughout the interior, adding class to the RSR's austerity

diet, the decklid and ducktail were made of glassfibre, while the bonnet, secured by two simple rubber catches, was made of thinner-gauge steel.

The RSR's first race was Daytona – and it won despite the fact it was not yet homologated in Group 4, and had to run in the Group 5 prototype category. Following that initial success, the Martini-sponsored 'works' cars continued to win at Dijon and on the Targa Florio, marking the start of a long and illustrious career – one which has inspired a host of impressive replicas.

And few are more impressive than Ben Marden's Viper Green beast that we recently drove across the twists and turns of Dartmoor's ribbon-like roads. To be strictly true, it's not a replica as such, more a homage to one of the all-time greats. It's undoubtedly an RSR in looks and spirit, though, with a heady combination of horsepower, light weight, big brakes and race-spec suspension. It's also loud and we love it.

Ben has owned a number of 911s, starting with a 1979 911SC which was soon followed by a 964 RS, a couple of 997s and a 2010 GT3 RS. Oh, and a Cayman or two we are told. But after a 964RS and that GT3 RS, why

a re-creation of a much older model?

'I had always been interested in the LA hot-rod Porsche scene,' says Ben, 'I started researching what look I really wanted and it always led me back to the '73 RSR. I like the Carrera RS, but the RSR took things a stage further with those huge arches and wheels.

'The end result had to look great, but more than that it really had to drive well, too – if anything this was even more important. I had

you don't have the resources to carry out the work yourself (and let's face it, not many do...)? The answer lay closer to hand than Ben initially imagined.

'About 15 years ago, my parents were living in mid-Wales and I had come to hear about a body and paint expert called Mark Darby, who ran a business called RS911. It seemed he had the skills to handle making the complex curves of the RSR flares, which

“ The RSR took things a stage further with those huge arches and wheels... ”

already figured it was possible to squeeze a more modern 1990s engine in an early 911, but then I found out that it was possible to also fit a later G50 gearbox as well. So I eventually decided my next project was to be an RSR-style body with '90s power and transmission tied together in a package set up to be a fast but drivable road car.'

But where do you turn for such a project, if

are completely different in profile to the later 930 Turbo wheel arches. I eventually tracked him down (remember, this was before the internet had expanded to its current extent) and discussed my plans with him.'

It soon became clear that Mark knew his flares: 'Many people think the RSR wings are the same as Turbo body panels, but they're not – the rears are wider and more curved,



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Above: Sunshine, blue skies and Dartmoor's twist and turns: the perfect playground for an RSR replica – well, it would be if it wasn't for the strictly-enforced 40mph speed limit...

and while the fronts look similar, they're a completely different profile, too. The rear flares we fabricated were made up of six or seven individual pieces all welded together, and then carefully finished to appear as a one-piece panel. They're not easy to make and I don't think I'll be making more anytime soon,' he laughs.

But of course, any project has to start with a donor car, and for this a visit to Oxfordshire-based Autofarm turned up trumps, as Ben

we were in business.'

Now, there are two schools of thought when it comes to buying a project car, one being to buy an old wreck in the full knowledge that you'll probably end up cutting it up anyway, the other is to start with the best car you can find, hopefully avoiding the need to carry out any major repairs. That route has the potential to save you time and money but, of course, means that the initial costs will be higher.

and it's always better to start with a sound bodyshell rather than one that's been poorly repaired or badly neglected.'

Of course, not everyone will agree but it does make a lot of sense. As it turns out the car had already undergone some restoration a while ago so wasn't entirely factory original, but it was certainly better than most on offer.

The T's bodyshell was stripped back to bare metal ready for the numerous modifications necessary to meet the proposed RSR-style specification. This included cutting away the rear torsion bar housing to create space for the later G50 transmission, welding in strengthening around the suspension mounting points, as well as welding in brackets for the strut brace and front-mounted oil cooler. The whole of the bodyshell was then seam-welded to make it as strong as possible.

Other modifications included cutting the steel bonnet to accept a centre-fill fuel cap, while the front and rear wings were readied to accept the bespoke RSR-style flares. These were welded into place and then lead-loaded to guarantee a perfect finish. The bonnet and engine lid hinges were drilled to within an inch of their lives to save weight before Mark

“ We came in for some stick for starting out with such a good, sound 911... ”

explains: 'We found a 1973 911 T that Josh Sadler had for sale which we (Mark and I) agreed would work as a base car. I wanted to keep this a genuine early long-hood Porsche rather than do a "back-date", thereby keeping the car truer to the origins. It also keeps things lighter and would allow me to run a black and silver number plate with the date-correct "L" registration. A deal was struck and

Ben and Mark chose to go for the best they could and ended up being pilloried on some internet forums as a result, as Mark remembers all too well: 'We came in for some stick on some forums for starting out with such a good, sound 911, only then to "cut it up". Many people questioned the wisdom of using the car we did but my view is that there are plenty of 911Ts out there



Above: 3.6-litre 964 engine produces 340bhp and 260lb ft of torque. Jenvey throttle bodies and Motec ECU smooth out the wild nature of the RSR 'Sprint' cams

sprayed the whole lot Viper Green.

Earlier in its life the 911T had been fitted with what approximated to a Carrera RS-spec 2.7, but Ben had other ideas and decided upon a rebuilt 3.6-litre 964 engine, which was then rebuilt by Unit 11 in Warrington to produce around 250bhp. However, that wasn't enough to satisfy Ben's need for speed, so once the car had a few miles on the odometer, he headed for Francis Tuthill's near Banbury for a further rebuild.

'I had the engine completely rebuilt, this time with Jenvey throttle bodies in place of the carburettors, adding new cams and carrying out some head work and fitting a lightweight flywheel. The result was a more impressive 340bhp and a lovely light free-revving car similar in feel to a more powerful 964 RS.'

The full engine spec is pretty impressive, showing some 260lb ft of torque. This is generated by the 3.6-litre engine which relies on Carrillo con-rods, boat-tailed case halves with shuffle pins, ARP through-bolts, modified GT3 oil pump, a knife-edged crank, 11.4:1 compression ratio, 51.5mm intake and 43.5mm exhaust valves, race valve springs, titanium retainers, RSR 'Sprint' cams and the aforementioned Jenvey throttle bodies, along

with Motec and M&W control systems. Also fitted was a billet 'race' clutch and a dual friction material centre-plate bolted to the lightened billet flywheel. The transmission was rebuilt with a 964 RS limited-slip differential and lower-ratio final drive – 4.0:1 as opposed to the previous 3.44:1 ring and pinion.

To cope with the extra power and to allow Ben to enjoy it to the full, the suspension was treated to a coil-over conversion and the brakes replaced by a set of 930 calipers acting on drilled and vented AP Racing discs and hubs, all bias-adjustable via a knurled knob alongside the driver's seat. The wheels are original Porsche-supplied RSR-spec Fuchs (costing around a not inconsiderable £9000, including the cost of refurbishment) in the obligatory 9J and 11J widths, shod with 215/55x15 and 270/45x15 Michelin TB15 tyres, front and rear respectively.

When it came to the interior refit, Ben tells us he originally had in mind a pair of colour-coded Pole Position Recaro seats but felt they were just 'too 964 RS' for the car. Instead, he opted for some original 1970s Recaro sports seats, recovered in pleated leather with period-correct brass eyelets. 'Other touches I like,' says Ben, 'are the full leather dash and

door cards, and the Alcantara headlining, which all made it feel better inside. The Becker Mexico head unit sounds great and also looks the part.'

The gauges were refurbished with a 300km/h speedometer and 10,000rpm tachometer (as fitted to the works RSRs in period), along with a Momo Prototipo steering wheel and full-harness belts that loop over a four-point RSR-style roll cage.

The rear bulkhead carries the Motec M48 ECU and accompanying M&W Pro-14 ignition box. A drilled aluminium Wevo shifter is used to swap gears, while a set of matching Vostek aluminium pedal covers add the finishing touch.

Initial road testing turned up a few problems, one being that the suspension felt very harsh. Tuthill's installed their own EXE-TC shocks and changed the master cylinder to give the brake pedal more feel,' says Ben, 'while a new steering rack tightened up the feel of the steering. Later on we played around with ideas to change the clutch as the full race one was uncomfortably heavy for use on the road – and that coming from someone who had a 964 RS for 12 years! In the end we decided to simply fit a 930 Turbo clutch

Below left and right: Original 2.8 RSR was in a league of its own. With 300bhp from a mechanical-injection motor, it was the perfect all-rounder for gentlemen racers and works drivers alike. For some it is the Holy Grail (Photos: Stefan Bau)





Above: Attention to detail is obvious when you open the bonnet, with aluminium shrouding covering the wiring. Note the centre-fill fuel tank conversion

that was just that little bit easier to operate but still man enough for the job.'

On a cold bright spring day I found myself heading across the Tamar Bridge, having collected the Viper Green beast from Cornwall-based specialists Williams-Crawford. They had been entrusted with the sale of the RSR replica as a change in Ben's working arrangements meant he was now spending more time abroad resulting in fewer opportunities to enjoy the car.

The RSR drives like a well-set-up fat-tired early 911 always does – and that's a good thing. It hugs the road like it's in love with the Tarmac, feeding every bump and camber change back through the steering and into the driver's hands, but without any annoying kick-back through the wheel or hint of tram-lining. It's confidence-inspiring and encourages you to build the speed and start to enjoy those 340 wild horses. It's a driver's car in every way.

Drop it down a cog or two and hit the throttle and you'll marvel at the aural onslaught – it's a heady mixture of induction roar through the ITG foam filters and the boom from the bespoke exhaust system

fitted by Tuthill's during the engine refit. As you're taking in the sound, you suddenly realise it's time to change gear as the tacho needle rockets round past the 7000rpm mark. Things happen fast when you're enjoying yourself and in no time at all you need to haul on the brakes if your licence is to stay in one piece.

And those brakes... Once warm, they work

As a modern take on one of Porsche's all-time greats, Ben Marden's RSR homage is close to being the ultimate toy for anyone who loves their early 911s but enjoys the slam in the back performance potential of the later 3.6-litre engine, and the slick shift of the more modern G50 transmission. It's not highly-strung like a short-stroke 'screamer' of old, but a torque monster that can be driven like a

“ Your very own mistress, sitting seductively in your garage... ”

like you'd expect brakes originally destined for the likes of the mighty 917 should. Lacking servo-assistance, they're firm (heaven knows what they were like prior to the change of master cylinder) but reassuring, the fat Michelins grabbing the road surface and inspiring confidence urging you to brake hard, corner hard and accelerate hard, all in one flowing sequence.

pussy cat or given free rein to roar like a lion.

A couple of months ago, this could have been yours – your very own mistress sitting seductively in your garage, begging you to come out to play. But not now. Too late, as the green meanie is now in the hands of a new owner. You'll easily spot him as he's the guy wearing a huge grin and maybe a pair of ear plugs. Whoever he is, he's a lucky man... **PW**

CONTACT

www.williams-crawford.co.uk
www.rs911.com

Below, left to right: RSR retained the Carrera RS's trademark ducktail; Mark Darby 'added lightness' by drilling out the hinges; fat 11J rear wheels are genuine Porsche-supplied Fuchs; brass eyelets add some period class to the Recaro seats



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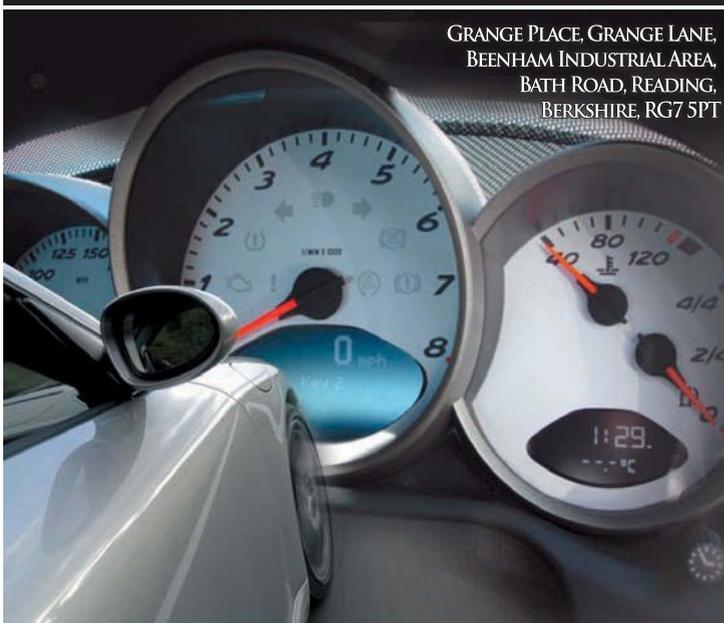
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Words: Steve Bennett Photography: Antony Fraser

THE SECOND COMING

Worthy of the hype? Oh, yes! Leaving aside all the contentious GT3 issues – availability, investment, flipping etc – rejoice in the fact that the 911 is still the de-facto driving choice. Just don't mention the manual gearbox





'New 991 GT3 to replace Jesus.' Excuse the blasphemy, but said headline from satirical motoring website

'sniffpetrol.com' is absolutely bob on. The GT3 is an absolute deity, a car to be worshipped at the altar of all that is holy to real drivers. That's why you could hear the howls of anguish across the globe, when Porsche announced that the gen 1 991 GT3 would be PDK only and then the rejoicing just three years later as it came to pass that god (aka Andreas Preuninger) had got it wrong and the gen 2 991 GT3 would be offered with the option of a manual gearbox. Praise be!

The gen 2 991 GT3 came to pass at the Geneva motor show and much was written about its specification and much information was beamed into the atmosphere by bloggers and Twitterers. In millions of years' time life forms in other galaxies will learn of the GT3 and its evolution and, indeed, how the manualists inherited the earth and the PDK pretenders were cast into the wilderness for worshipping a false god and never driving their cars and hiding them away in caves...

Enough, but you get the general idea. Indeed, you may well be utterly fed up with the new 991 GT3 by now, which makes my job all the harder. In fact – and without wishing to sound incredibly ungrateful – a day with the new 991 GT3 was one that I would almost gladly have passed up. Let me explain. It is, you see, the weight of expectation. All of the above carries a huge amount of significance when you're one of the few folk who is going to get behind the wheel and then impart revelatory and wise words on the presumably near out of body experience. No pressure, then.

The pressure is ramped up by various contributory factors. A press embargo means that this particular car has been passed around various motoring mags, websites and TV for a couple of weeks. A couple of days before

911&PW gets its slot, the embargo is lifted and the stories, vids and blogs are unleashed and images of a red 991 gen 2 GT3 with its rear tyres on fire spill forth, as the sainted hard men of British car hackdom unleash their fury. It is hard not to be intimidated by such displays of manliness, aware that you too must find all that is good about the new Messiah by driving it really fast, preferably on the race track of enlightenment.

First out was UK mag *Autocar*. Its historical status means that embargoes usually revolve around its Wednesday publication date, which makes it the Bible. I debate as to whether reading *Autocar's* teachings will influence my own humble opinions, but the front cover calls to me, with the very car that I'm about to drive in two revolutions of the earth around the sun. I open the parchment-like pages and almost instantly hurl it towards the bin. The cry of anguish brings my long suffering other half scuttling from the kitchen. "What the..?" she enquires. 'It's a ***** PDK,' I wail.

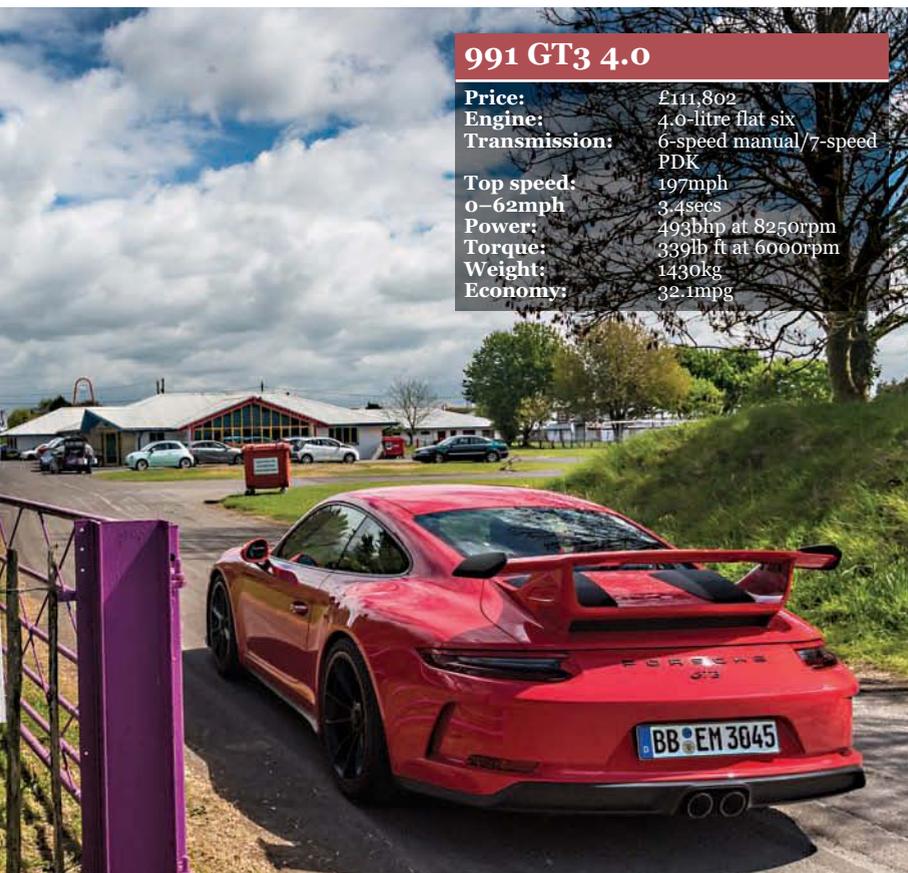
Honestly, you couldn't make it up. After all the fuss, the hype, the deification of the second coming of the manual gearbox, the 991 GT3 gen 2 shipped specially to the UK to be driven by the UK's notoriously hard-lined journo's is a PDK. I don't know whether to laugh or cry. A combination of the two seems to work. 'Where's the story now?' I wonder. I mean the manual gearbox, that was the story. That whole man and machine interaction thing, deftly tapping out some pedal and gearbox synchronisation. I felt cheated.

I fume for a little while and then consider 'the plan.' The plan is to pick the GT3 up from Porsche Cars GB, Reading on our designated day (the Friday before the May Bank Holiday) and take it to the Chobham test track for photography, where we can get on with driving and snapping. It's the safe option and there's no noise issues. The 'safe' bit is nagging away at me, though. There's no time to take it to Wales or Scotland for some mega roads, and trying to



991 GT3 4.0

Price:	£111,802
Engine:	4.0-litre flat six
Transmission:	6-speed manual/7-speed PDK
Top speed:	197mph
0-62mph:	3.4secs
Power:	493bhp at 8250rpm
Torque:	339lb ft at 6000rpm
Weight:	1430kg
Economy:	32.1mpg



do anything on the crowded roads of the south east, on a Friday (before the Bank Holiday, remember) is just out of the question. Well out of the question in a car that doesn't produce peak power until 8250rpm. But Chobham isn't much of a challenge. I idly consider a track day. After all, isn't that what the GT3 is – a track day supremo? Google ponders the question and lo there is a track day, and it is near – well, nearish – to Reading: Castle Combe calls.

Ah, 'Combe' as most refer to it. Now that's a manly, ballsy sort of track. It's also a track with draconian noise levels thanks to the local residents who don't appreciate engines at 9000rpm. The friendly folk at Combe are very happy to have us, but raise the noise issue. Last time we tried to put a 997 GT3 through a similarly draconian noise test limit at Goodwood, it failed spectacularly. Would, then, a 991 GT3 pass at Combe? No one seemed to know. There was only one way to find out and if it did fail, then there was still time to hot foot it up the M4 and get ourselves

to Chobham, reasoned snapper Fraser. Nothing like living dangerously.

But before all that I have to go and pick up my 944 from Gloucester and then position myself close to Reading on Thursday night for an early GT3 pick-up. I mention this because the train journey and Billy no mates night in a hotel gives me ample time to consider the teachings of Preuninger and the 991 GT3's second coming. OK, so I'm not going to be self-shifting, but there is much more to the gen 2 GT3 than just manual labour. Chiefly, there is the engine.

The chuntering 'Mezger' engine went the way of the 997. Since the 991 GT3 appeared it has used a version of the 'standard' 991 engine. However, now that all other 991 variants have gone turbo, the GT3 now uses a 4.0-litre normally aspirated engine that is straight out of the latest 911 Cup racer and the same engine that will see service in all competition 911s right up to the RSR. The only difference between the road car and race car engine is the exhaust. And it's some

engine, making as near as dam it 500bhp, peaking at 8250rpm, revving to 9000rpm and producing maximum leverage – 339lb ft – at a peaky 6000rpm.

Aside from being bigger than the previous 991 GT3's 3.8-litre engine, the new 4-litre unit has a stiffer crankshaft, with bigger seals and improved lubrication. It has new, lighter pistons and new slippery coated liners. All this bottom-end stuff is required to keep up with the top-end, where hydraulic valve lifters have been replaced by solid lifters, which allow the cams to whizz round faster and revs to soar. There is less oil pressure and thus friction required to open the valves, which improves response and liberates a virtually free 9bhp and – apparently – a special new kind of noise, but one, I hope, that doesn't trouble the testing equipment at Castle Combe or the ears of the local residents.

And there's more. In typical Porsche fashion the 991.2 GT3 doesn't look much different to its predecessor, a combination of new front apron, bigger, taller rear wing and

Just what exactly do you do with a new 991 GT3 for the day? You take it to a track day, that's what. And not just any old track. Castle Combe is a proper, old school place with proper corners

That's a pass! Despite its sonorous flat-six, with 9000rpm, the new 991 GT3 failed to trouble Castle Combe's noise meter, measuring 94db against a maximum of 100db

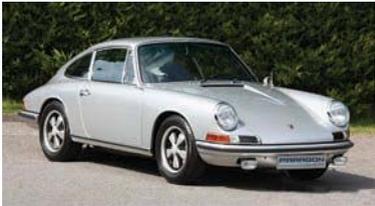




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911 Carrera 2 S (997)

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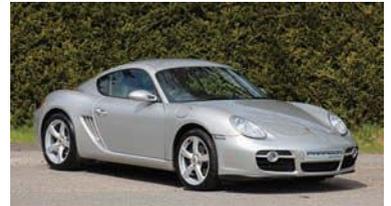
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underbody tricks gleaned from the wingless 991 R, have increased downforce by 20%, but not at the expense of drag. The PDK gearbox has closer ratios than the intergalactic standard ratios of the standard turbo 911s and near instant shifts, plus an electronically controlled rear diff over the manual car's mechanical diff. Oh, and perhaps not unsurprisingly, the PDK 'box weighs in at 17kg heavier than the manual. Overall weight for the PDK GT3 is 1430kg. To put that into some sort of perspective the original 996 GT3 weighed in at 1350kg, although as I rambled on in last month's issue, that was rather portly compared to the standard 996 C2 at 1320kg. However, to further reinforce the march of time and progress, the 996 GT3 made do with 360bhp from its 3.6-litres.

I contemplate all this stuff over fish and chips and a solitary couple of pints, before a fitful night's sleep haunted by images of sideways GT3s, with their rear tyres on fire and noise testing equipment exploding. I conclude that there is nothing 'Jesus' like about the new GT3. It's red for goodness' sake, with 500bhp in its forked tail. No, it is surely the Devil itself. The next morning I eat the breakfast of a man with real work to do and trundle off in my 944 to Porsche HQ and my date with destiny.

And there it is in all its redness. First impressions? Massive wing and those brakes

are huge and, despite being on German plates, it's RHD. Leaving it idling while I chuck my gear in the front, there is none of the Mezger's gravelly chuntering, but a quick-paced drone augmented by the click of solid valve lifters and hissing of the PDK actuators. It sounds sophisticated, helped by a dual-mass flywheel.

This is a press car, so naturally it's got the best of the best. There's plenty of leather inside and trademark Porsche 'sporty' Alcantara. It's no hardship to slide down into the carbon bucket seat and pull the PDK stick back into drive. PDK? I've had my baby strop. It's a done deal, so ain't no point in moaning about it and besides it's Friday morning in the rush-hour on the M4. I'm very happy to let PDK take the strain.

It's traditional at this point to comment how well the GT3 handles the road stuff. In past GT3s, that has often depended on your own ability to soak up chassis abuse. Some were very much better than others. I have a particular soft-spot for the 997 GT3 RS gen 1, whereas I found the 997 GT3 RS 3.8 plain horrible on the road. But the 991 GT3 in gen 2 form, despite massive 20in wheels is more than acceptable, handling expansion joints, traffic calming strips and the generally sub standard UK roads with compassion for your spine. All thanks, no doubt, to the magic properties of PASM. If my 996 C2 rode like this, I'd be very happy...

It's been many years since I drove round Castle Combe – 14 of them to be precise. If you will excuse the shameless showing off, the last time was in a McLaren F1 GTR. I know, I know, but one of life's great experiences tempered only slightly by the Macca's complete lack of any sort of electronic safety net, tyres slightly past their best and moderating its 600bhp. I figure, though, that with the march of time and grip, the 991 GT3, despite being 100bhp adrift, will probably be faster.

Noise testing at Combe is quite simple. As long as you don't exceed a static 100db at 4500rpm, then you're in. The GT3 cracks it with 94db. Relief and surprise all round, but then if you're going to build what is essentially a track car, then it needs to be able to operate within track day parameters. I wonder, however, whether the drive-by noise meters will be sent apoplectic by a raging GT3 at 9000rpm. But I'm getting ahead of myself somewhat.

More Combe stuff. This is one fast, fast track. So fast that it had to be slowed down in the mid '90s with the addition of a couple of chicanes. It's still bloomin' quick, though, and with scant run off. Indeed in that respect, and in its general layout, it's not dissimilar to that other fearsomely fast place: Goodwood. It's a track where speed can be carried and there's a couple of sections where very heavy braking is required. I spun a Honda NSX here

The 991 GT3 is devastating at Castle Combe, bringing out Bennett's inner track day demon. Rear wing and revised front splitter, plus underbody aero and massive 20in Michelin Cup Sport tyres give huge levels of downforce and grip



Track day machinery comes in all shapes and sizes, particularly at a Castle Combe event, which is open to all. 991 GT3 in such eclectic company is a bit overkill, but folk seemed to enjoy seeing it on track

once getting on the brakes too late and then turning in – an early lesson in weight transfer. I won a trophy in a sprint event in my old Caterham, had a ride round with John Nielson in a Jaguar XJ220, raced a Peugeot 205 GTI and racked up 100s of laps testing various road and race cars, so despite not being here for many years I have plenty of history with the place. It's just that I sort of hung my trusty Bell crash helmet up a long time ago and let others get on with the job of 'Track Hero.'

But no going back now. I'm sitting in the pit lane, helmet on and soothing my nerves with a bit of Woman's Hour on Radio 4, which is always very educational for us chaps. Off we go. I'm gonna leave it in PDK auto mode and get acclimatised to the track again. A couple of laps in and the session red-flagged. Back to the pitlane, but never mind it's Pop Quiz with Ken Bruce on Radio 2.

Try again. Green light and three laps this time before another car goes off and beaches itself. This time I go and find a cup of tea. It's all getting a bit much. Third time lucky. I'm at the head of the pitlane queue with a clear track. Surely this time? And we need a full session if only so that Antony can get the pics. I'm going to leave it to shift itself for the full session, assuming we get one. We do.

The GT3 senses a whiff of commitment and even on standard settings it starts to savagely work up and down the 'box and hold on to the revs. It knows it's on track and winds all its active controls up. It feels hyper like it's had too much much fizzy pop. Turn in is assertive aided by the pivoting effect of rear steer. And the noise! It's like no other normally aspirated flat-six, but then there's not been many normally aspirated flat-sixes that rev to

actuated PDK. It feels like a racing sequential. To really switch the GT3 on requires effort and commitment. Brake in a straight line, turn in and it will safely understeer, 'safe' being the operative word. Go in deep and trail the brakes and it works the rear, which swings round and points the nose into the apex. It's traditional 911. From that point use the weight of the rear and the huge grip to slingshot out and up the next straight. And it still feels like a

“ The GT3 knows it's on track and winds all its active controls up ”

9000rpm. It shrieks and howls in an almost synthesised way. And the driving experience? Too soon for that. I'm just pointing and steering. The GT3 is in full control, for now.

Back out again and picking up the pace, Castle Combe memory file reactivated. The Michelin Cup 2s are nicely sticky and I'm using the paddles. Manual? Haven't given it a second thought and besides it can't bang the gears home as quick as the air-controlled and

911, too. Despite the ever longer wheelbase, the active engine mounts, the rear steer, there is still all fidgeting and edgy movement of a car that's trying to contain a lump of weight that's still in the wrong place.

I do another couple of sessions building up confidence all the time. And, of course, there are other cars on track, too, and the GT3 is like a shark terrorising a shoal of fish. Amongst Caterhams, MX-5s, various hot

Below: Yes, it's a PDK! Despite all the hype of the new 991 GT3 going manual, Porsche shipped over a PDK for UK journo. We're still sulking...





hatches and the odd other Porsche, the GT3 can lap the bunch in one 10–12min session. Having this thing bear down on you must be terrifying and frankly it's a bit embarrassing and I feel like I'm hassling my fellow track users. But the second coming of the 991 GT3 is addictive and I've got the devil on my shoulder, it seems.

Equally addictive is 9000rpm and the speed with which it gets there. 6000rpm to 9000rpm

approaches. Braking is in a straight line before turning in left and unsighted on the crest of the rise. You can be brave and carry in as much speed as you dare, but it needs to be dealt with very quickly as the third gear Quarry Corner is now on top of you and is as technical as any corner on a UK track. It's not for nothing that the biggest crowds at Castle Combe race meetings gather here. It's where the action is, usually in the form of

enough folk here with camera phones and I don't want to be all over the internet as the twonk that crashed the new GT3. Time to sneak out. Recalling the McLaren drive all those years ago, I honestly don't think the Big Mac would see which way the GT3 went either. Not so much from a power point of view, but more grip, braking and aerodynamics. That's quite something given the McLaren's exalted status.

We do a bit of pretty on road photography and then, with some relief, hand the GT3 back. I think I did it some sort of justice. I even turned the traction control off, but any tyre shredding would have seen me black-flagged on a track day. Amazingly it's drive-by noise was recorded at 93db, despite it sounding like Armageddon from the inside. No, it wasn't a manual, despite all the fuss, but actually I don't think I lost out too much and you can read about the stick-shift option over the next few pages, from our correspondent on the international launch.

Above all, though, the GT3 deserves its reverential status as the ultimate expression of the ultimate driver's car. And I'm going to go for a lie down in a darkened room...

The new 991 GT3 does 'road' well, but don't expect to use its full potential very often, if at all. Not with peak power at 8250rpm

“ I've awoken my track day inner demon and I'm enjoying it too much ”

is where it all happens. On track the GT3 just happens everywhere, but for real excitement the approach to the fearsome Quarry Corner is where it gets particularly edgy. Approached from the fastest part of the circuit, which isn't even straight, but curling, bumpy and off camber, where the GT3 is hitting 150mph and moving from left to right as Avon Rise

going backwards into the tyre wall...

Time to call it a day. I've awoken my track day inner demon and frankly I'm enjoying it too much. I've got that buzzy feeling tinged with a slight edge of fear that something as quick as the GT3 can generate. It's possible to have fun in a car on track, but the really fast stuff adds that risky dimension. There's

THANKS

Many thanks to Emma Strawford and all at Castle Combe for letting us gatecrash one of Combe's excellent track days.

Further events for 2017 are as follows: Jun 2, Jun 23, Jun 24, Jul 12, Aug 04, Aug 25, Sept 08, Oct 13, Oct 27. Price is £170 for a full day on track.

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MANUAL CONTROL

No manual GT3 in the UK? You didn't think we'd let that stop us from getting behind the wheel of the new car with added old tech, as we got to drive both manual and PDK on track on the international launch

Words: Nic Maher Photography: Antony Fraser



Three pedals and a stick. Never has there been so much excitement at the return of some old tech. Yes, the supermarkets are selling LPs again, for those vinyl fans who enjoy a crackly warmth to their favourite band's recordings, a manual GT3 very much in keeping with that. A technological backlash, or a dewy-eyed nod to nostalgia? However you look at it, the fact that the GT3 would be offered with a manual transmission is about the worst kept Porsche secret until the next one – that one being the GT2 RS will be coming soon.

Not that we expected to get in the 911 GT3 manual quite so early, all the pre-launch speculation being that those wanting details of the manual GT3 would be in for a wait. Well, it's here, GT head Andreas Preuninger admitting they had a few ready so they decided to bring them along to the launch. We've driven the PDK in the UK, and, usefully at the launch in direct comparison to the manual, and, yes, it's different, good different, as in really quite brilliant.

As you'll have read earlier, the GT3's more

than an incremental step over its predecessor, it feeling like it's skipped a generation such is the cumulative effect of the changes. The manual car differs only slightly, there's a 17kg drop in weight over that PDK, which will please those purists with an eye on the scales. The manual gearbox loses a cog over the seven-speed PDK, as well as having simpler Porsche Torque Vectoring (over PTV Plus) and a mechanical, rather than electronically controlled, limited slip differential.

The PDK is quicker against the clock, but really, if you can notice the 0.5 seconds it adds for a 3.9 second 0–62mph time and the 0.4 seconds it's trailing it at 124mph then your internal clock's been calibrated by NASA. It's fast, scintillatingly so, the six-speed manual's shift reminiscent of that of the 911 R, because, with a few tweaks, that's exactly what it is – well, you don't think the GT department developed a transmission just for a 991 series run of 911 Rs, did you?

There's no choice of single mass flywheel here, nor is there any of the old characteristic GT3 chuntering from the clutch release bearing. That's down to a couple of things, Preuninger saying that the new 4.0-litre

engine's response is such that it just doesn't need a single mass flywheel. Even so, the GT department evidently tried one, as tests found using one sent frequencies down that stiffer, hollow crank that caused issues with its bearings. Preuninger's right, too, the engine's response is so instantaneous, the transmission's mechanical slickness through the gate such, that it couldn't conceivably be any quicker, or slicker. Sure, we'll admit it's more work, but then that's part of its appeal, the man-machine interface the GT dept talked about so much with the introduction of the R very much in evidence here.

One run up to the 4.0-litre flat-six's 9000rpm limiter is enough to utterly seduce you. The noise it makes is so rich in its mechanical note it's clearly derived from the racers it homologates. It might be lacking a bit of voice at lower revs, but over-delivers in the upper sweep of the needle's arc. You'll find little need for the Sports exhaust, it adding a bassy undertone that's unnecessarily dominant, robbing the 4.0-litre of its true, rich tones, the six-speed manual allowing you to orchestrate them yourself with more control than the PDK. Indulgent heel and toe downshifts are very much the

Porsche has been plundering the Farrow and Ball colour chart again. Very subtle and really not in keeping with the 991 GT3's on-track savagery. It's called 'Crayon' by the way and we quite like it. Subtle choice for the road





Above: What all the fuss is about. Manual control is restored to the GT3 and with it a return to a proper interactive driving experience

order of the day here.

The pedal spacing is perfectly suited to do so, so too is the weight and feel from the brakes, which, as ever are relentless in their stopping power. There's the Sport button if you're lazy, it flaring the revs to perfectly match a downshift, but like the crackle of that record player, it's the slight imperfections that make the GT3 manual so appealing, the occasional overzealous throttle blip to be enjoyed, though such is the precision of the controls even that's a rare occurrence.

The manual loses none of the PDK's ridiculous cross-country composure or speed. It rides with the same unerring sophistication, steers with the same clarity and detail and absolutely encourages you to enjoy all of its performance. Only in the manual it's all that bit more accessible, you'll be impressed, mightily, by every shift the PDK does, but you'll enjoy the manual's that little bit more.

There's a place for both, admittedly, the PDK GT3 is an absolute triumph, but the

manual connects you to the experience that little bit more, changing slightly the GT3's focus from outright lap times to outright driver appeal. It's a subtle difference, and one that'll tie up enthusiasts, purists and speed obsessives in circular arguments forever, but for all the fundamental old-tech in the GT3 manual it doesn't feel in any way

bit more immersive, particularly when you're pushing it hard on a track. There's no right or wrong decision in your GT3 choice, then, the only thing being right that Porsche has had the courage to reverse its decision in binning off the manual with the gen1 991 GT3 and offer its replacement with both. Either way it's a spectacular car, which

“ There's real pleasure to be derived from a bit of manual labour ”

like it's playing catch-up, which given the incredible specification of the engine it's mated to is absolutely extraordinary.

In this world where everything's at your fingertips, there's real pleasure to be derived from a bit of manual labour, not that the GT3 is in any way hard work, it just that little

moves the GT3 on more than the slight step we were expecting, taking it to a level that's beyond both the GT3 RS and R before it. On this form we can't wait to see what the GT department has for us next, even if, like this car, we already know what that might be... **PW**

Below: Celebrity engineer and father of the GT3: Andreas Preuninger. Middle: Gratuitous gearknob shot, just to really get the point across!



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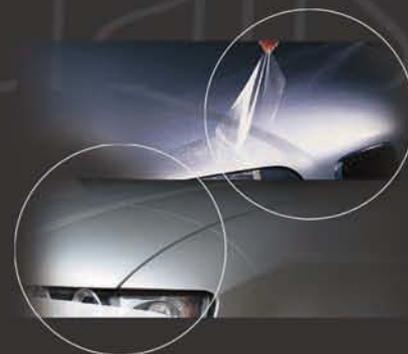
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UNSPRUNG HERO

What happens when F1 technology and R&D is applied to taming the handling of the G-Series 911? We drop in on KW's factory in Germany to check out their new suspension package for the ever-popular impact bumper models

Words: Keith Seume Photos: Courtesy of KW

While it's true that the classic 911's occasionally 'challenging' handling is part of its appeal, the advances made in modern chassis technology mean that there are now ways to nullify the G-series' less desirable traits, without diluting that essential 'Porsche-ness' that makes 911s of this era so compelling.

Leading the charge in this respect are KW who've been at the forefront of the constantly evolving aftermarket suspension industry for many years, and have a longstanding association with Porsches of all shapes, sizes and ages. The firm's latest development is a kit of its celebrated

Variant 3 dampers for the aforementioned 'mid-term' 911s, and we were invited over to its impressive headquarters (more on that in a moment) to try a number of cars fitted

giving 911 owners complete control over the chassis set-up of their car. Better still, the V3 kit works with the OE front and rear torsion bars and negates the need for costly

“ The KW V3 uprights for the G-Series are bump and rebound adjustable ”

with the kit for ourselves.

The KW V3 uprights for the G-Series are bump and rebound adjustable, while also allowing for both damping rate and ride height settings to be adjusted, effectively

and invasive strut conversions.

It's worth delving into the capabilities of the KW Variant 3 package in greater detail, primarily because it's an eminently capable bit of kit whichever way you look at it. The



The quality of the finished strut is obvious. This takes time, effort and investment in tooling and materials



ability to independently adjust the rebound and compression damping settings while on the car will likely be one of its biggest selling points, and it's something that's been achieved through the manufacturer's patented valve technology.

with both the 3.2 Carrera and Turbo models being covered and catered for by specific, uniquely designed kits. This is a highly significant point as the chassis and handling traits of both models mean that they could almost be regarded as different cars,

they don't want Porsche owners to compromise and understand that setting these cars up for optimum performance requires a more capable product.

We'll get to the principle reason for this multi-faceted ability in a moment, but part of the reason for the KW V3's success when it comes to 'taming' the G-Series' handling traits while on the limit can be found in the consultative process involved with bringing it to market.

The firm admits that it conversed with a selection of leading Porsche specialists, performance drivers and classic tuners in its native Germany, in some instances gifting them pre-production versions of the suspension package to test for themselves. As a result KW received invaluable feedback in return, and this was swiftly ploughed back into the project, with the resulting dampers proving to be impressively adaptable, suitable for fitment to both naturally-aspirated and turbocharged versions of the G-Series.

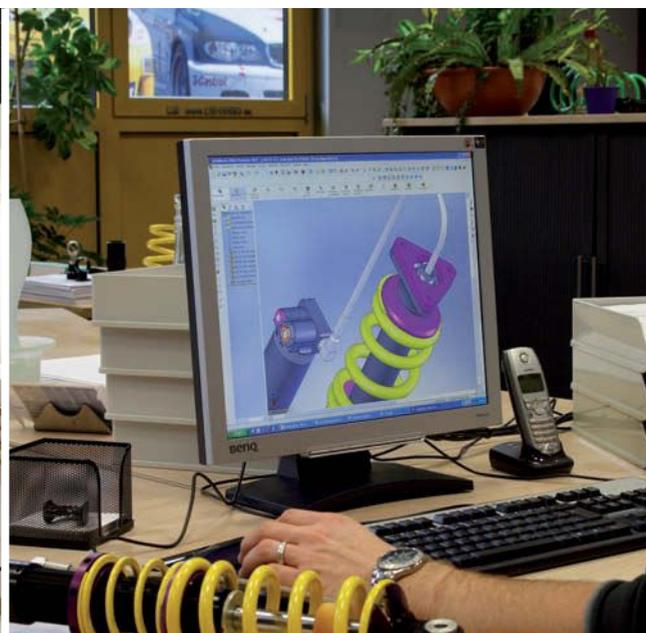
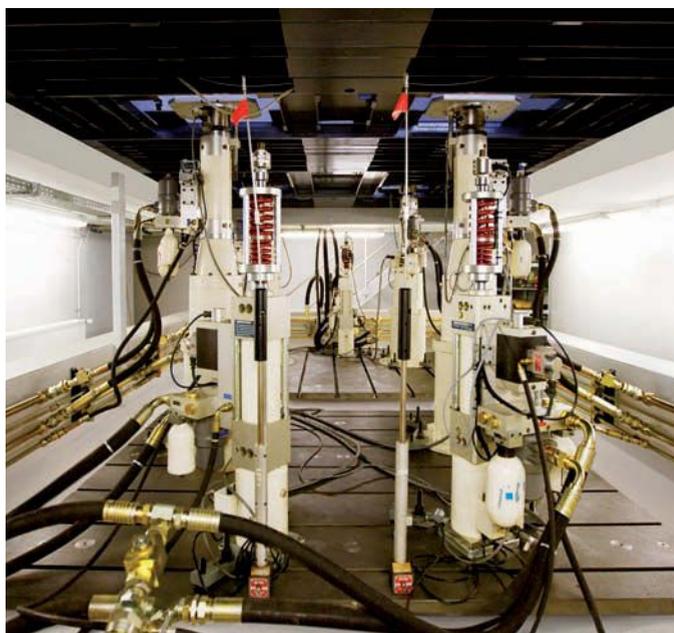
“ KW's ethos? As comfortable as possible, as hard as necessary ”

It might sound like it has the potential to be head-scratchingly complex for those of us without a motorsport engineering degree, yet in practice it's anything but. The attached adjustment wheel has 12 clearly labelled pre-sets that can be used to fine-tune the 911's compression settings, in turn directly influencing the 911's performance.

The kit is available for the 911 G-Series,

requiring different suspension setups to allow differing handling characteristics to be truly 'tamed'. This chimes rather neatly with KW's own ethos: 'As comfortable as possible, as hard as necessary'.

It also explains why the firm doesn't offer a 'Variant 1' version of the kit, one devoid of the adjustable valve technology, with fixed-rate damping and only height adjustment;



This is the shaker rig as seen from below. This gives you some idea of how much space it takes up!

All design work is carried out using CAD



The result of this chassis tuning and fettling? Well, we had to find out for ourselves, to cut through the wall of PR speak and hyperbole that accompanies any product launch of this nature. We were looking very carefully at how the cars tested – a 3.2 Carrera and a 930 Turbo – handled when pushed towards the ragged edge, but also as to whether they'd lost some of that quintessential character which made them such automotive icons in the first place.

We were let loose on the back roads surrounding KW's Fichtenber base; bumpy lanes with off-camber corners, tightening bends and rutted straights – roads that

would've given a standard 911 a tough time. The results were impressive indeed, with both cars exhibiting far less scary handling when on the limits of adhesion and far less propensity towards lift off oversteer.

Both displayed a significant increase in the amount of feedback through the wheel, probably thanks to the increased time all four wheels spent in contact with the road surface! We were able to drive both variants faster, with more confidence and seemingly with less effort.

Equally significantly, both the Carrera and the Turbo still felt like true 1980s Porsches, no doubt the result of both retaining their OEM torsion bars, fore and aft. They felt

suitably aggressive and certainly every bit as involved, just with that fine edge on the limit ever so slightly blunted.

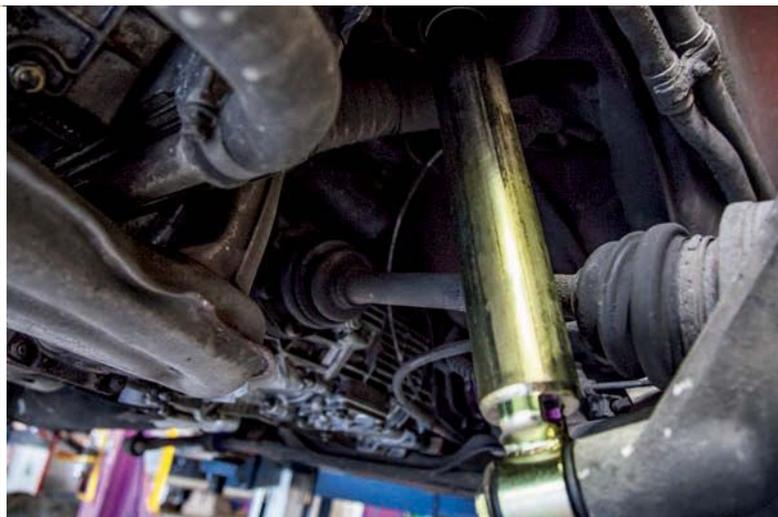
So how did KW manage to develop such a game-changing product for the 911, a car that's tested the skills of some of the finest automotive engineering minds for decades? To answer that we need to look to KW's Fichtenberg HQ, specifically its state of the art development facility. We all know that many large suspension firms maintain impressively well-resourced development facilities, but what appears to set KW's apart are both its scale and the provenance of its equipment.

The KW V3s for the Porsche 911 were

Carrera 3.2 sitting on the shaker rig – it allows engineers to replicate the loads placed on suspension under all kinds of conditions

Adjustments can be carried out by the simple twist of a knob – further adjustment is carried out with a second wheel at the lower end of the strut





Front struts are paired with fully-adjustable rear damper units. Plated finish is attractive and practical at the same time

some of the first uprights developed using the company's latest purchase: a seven-post shaker rig bought directly from Ross Brawn, or more specifically the Brawn GP team! The shaker rig effectively allows engineers to replicate the kind of forces associated with heavy braking, acceleration, compression, rebound, weight transfer and

Shaker rigs are among the most technologically advanced (and therefore pricey) bits of chassis development hardware around, and while undoubtedly effective and worthwhile, actually getting this new purchase installed and up and running caused KW many sleepless nights.

The first problem was space: getting the

whereupon it proceeded to plunge half the local village into complete darkness! A bespoke sub-station was therefore the only solution, meaning yet more excavation work and expense...

The rig was finally installed, powered and up and running a few years ago, and the fruits of all that labour have already become apparent. While this is undoubtedly very impressive and bodes well for future product development, we were most amazed by the effort KW is putting in to develop products for what is, let's face it, far from a mainstream, mass-market model.

The KW V3 kit for the G-Series 911 has just been launched and is available now. As we've already mentioned, it's a well thought-out bit of suspension engineering that really can transform the handling of any car to which it's fitted. Factor in the quality of the kit, the engineering nous behind it and the fact that it can be fitted without removing the OEM torsion bars, and it becomes apparent why we expect KW's package to become a popular means to update the classic 911's handling. **PW**

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“ KW's seven-post shaker rig came from the Brawn GP team ”

much else besides, and all without the test car having to leave the workshop.

It means that its engineers can assess how the car reacts in real time, in turn allowing them to devise solutions to any suspension issues that arise. This explains why KW's kit makes such a dramatic difference when bolted beneath the arches of classic Porsches.

seven-post rig safely housed within its HQ ultimately involved a considerable amount of construction work, with half a nearby hillside having to be excavated to make enough room for the F1-grade facility and associated kit.

Power was also an issue, though quite how acute an issue only became apparent when KW came to fire the shaker into life,

Out on the open road, the KW-equipped cars felt more stable when pushed to the limit





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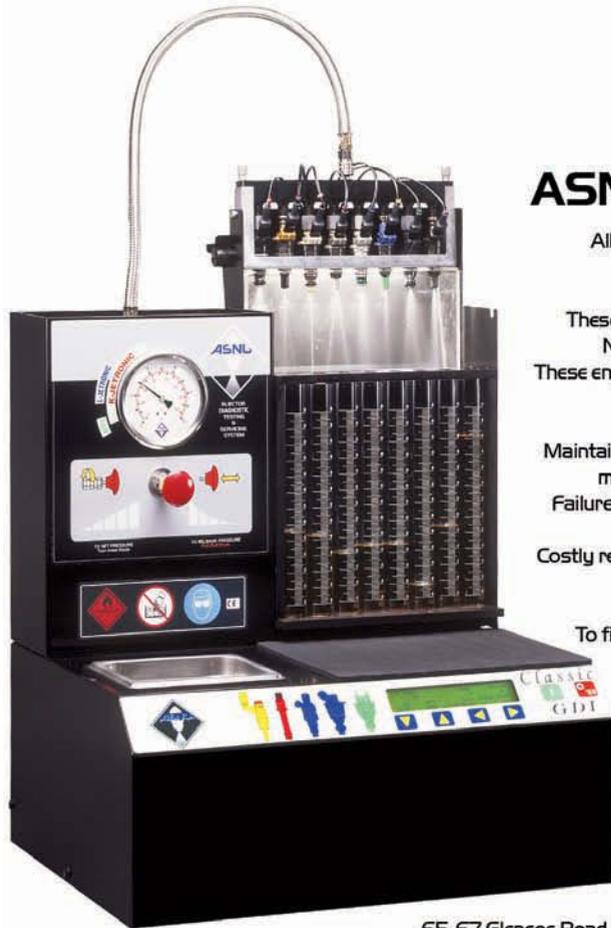
All the latest generation of Porsche engines are now Direct Fuel Injection (DFI) or Gasoline Direct Injection (GDI) as they are more commonly known.

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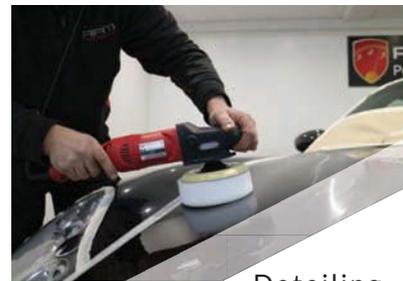
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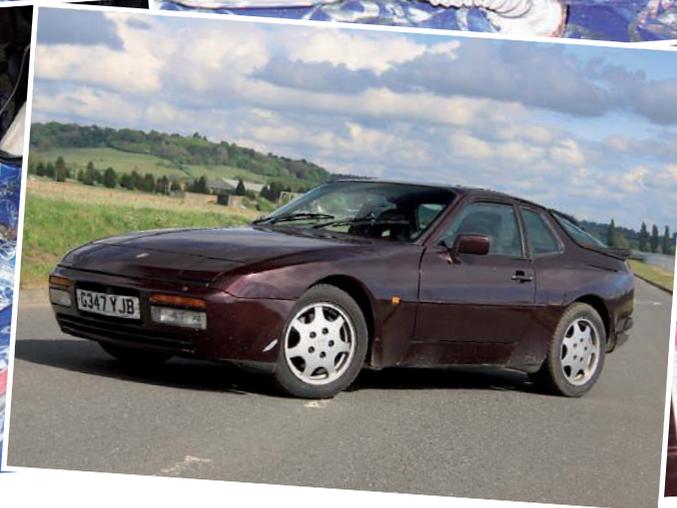
TECH: HOW TO

A QUIET REVOLUTION

You would like to lighten your trackday Porsche, and the quickest and easiest way to do that is to remove its heavy and possibly terminally scruffy interior trim. But you don't want to have to wear earplugs to be able to drive it, especially on the road. Chris Horton explains how this desirable compromise was achieved in a 300,000-mile 944S2 destined primarily for the circuit. Photographs by the author



Rob Nugent (far left) and Rob Hayers are the men on the scissors for this slightly unusual 911&PW how-to. Their boss, Neil Bainbridge, has a pukka dB meter (above), so it seemed a shame not to take advantage of it...



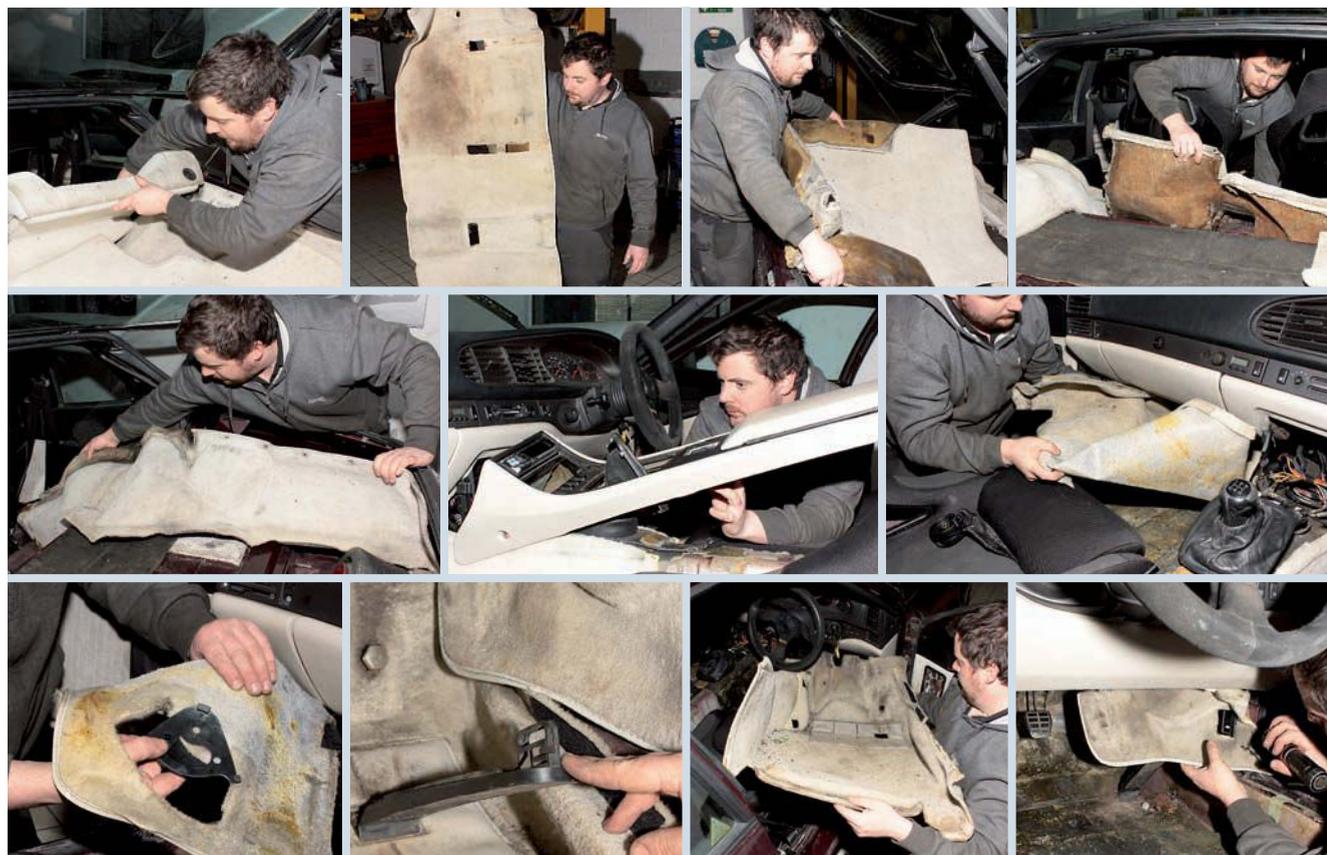
For speed, we are frequently told, add lightness. And by and large it's an excellent maxim. There is no definitive formula for 'translating' a given weight reduction into a notional power boost (too many other variables, basically), but common sense alone tells you that a lighter car should accelerate (slightly) faster than an otherwise similar but heavier one – even if the two vehicles' maximum speeds will for various reasons (not least gearing and aerodynamic drag) most likely remain the same. More importantly, perhaps, with less mass to keep under control, a lighter car will also corner and stop better than a heavier one. And possibly even use less

fuel. It's a classic win-win situation. Sometimes, though, that speed, that lightness, comes at just too high a price. In a car that is to be used entirely on a circuit, whether for outright competition or even just trackdays, it matters not one iota that, with all the traditionally heavy but essentially sound-deadening trim removed, the noise level in the cabin might be so high as to demand ear protection. It's lap times that matter; being quicker than the next guy, and never mind your temporary discomfort. (And you might be surprised by just how much heat now comes up through the floor, too.) In a machine that spends even a relatively small proportion of its time on the road, however – and many trackday cars are driven often long distances

to circuits – you can no more be doing with stuffing your ears full of high-tech foam mouldings every time you need to go somewhere than you can faffing about with a six-point seat harness just to go to the shops. Or wearing Nomex overalls and a full-face crash helmet. You will just look silly. It was a 'problem' (and not a disastrous one to have, let's be honest) confronting Rob Nugent, one of the technicians at BS Motorsport in Buckinghamshire. As a project he had recently acquired from a customer a decidedly down-at-heel and very high-mileage (ie 300,000-plus) but still basically sound 1989 944S2 and, having rightly concluded that it would never again be a genuinely good – that is to say, cosmetically presentable – road car,

Car is a 308,000-mile 944S2 that Rob Nugent bought from a BS Motorsport customer who had decided to move on to something just a little newer. Not the smartest around, but it drives well – and will be even better for a modest weight-loss regime. Dynamat products have been well known in car-audio circles for many years. We used 1.2mm thick SuperLite throughout the S2's cabin

Cutting out and then sticking down the Dynamat SuperLite was surprisingly easy – and actually quite an enjoyable process – but it's hard to beat the satisfaction that comes from getting rid of an older car's trim, especially when it's as grubby as this. Some, including the front seats, may end up on eBay, but the carpets' first job will be to serve as templates for the lightweight set Rob plans to have made. We are collaborating on an interesting Club Sport-style treatment for the cargo area of all these transaxle cars, too. More on that in due course. Bonnet release and throttle pedal required care to separate from surrounding trim. So, too, the tailgate switch: all will be refitted to maintain car's functionality. Centre console cover will most likely go back in, as well



THE KNOWLEDGE

Noise, Vibration, Harshness, now commonly abbreviated within the motor industry to NVH, is a predictably broad and complex subject, with manufacturers routinely spending millions to reduce it, even in the most basic of commercial vehicles. Time was when if you drove a van or a lorry you were expected to put up with it, but our frequently derided health-and-safety culture has rightly changed all that.

It's basically a problem of unwanted energy. The 'noise' that you hear in your car emanates from a number of sources – the engine and the transmission, of course, as well as the suspension, and by no means least the tyres – but to some extent is amplified by vibrations in the structure as much as it is attenuated. Layers of internal padding help (see text below), but if you can reduce the underlying vibration, then so much the better. (And that is the sole purpose of the seemingly randomly applied small patches of self-adhesive material

on the inside of production cars' large, unsupported panels. They are the motor industry's own 'Dynamat', if you like, aimed purely and simply at reducing vibration.)

Dynamat itself comes in a variety of forms. SuperLite, as shown in this feature, is just 1.2mm thick, or in cars where overall weight is slightly less important you can use Xtreme. That is 1.7mm thick. Both products can be supplemented with Dynaliner, a soft, closed-cell and once again self-adhesive rubber layer for optimum acoustic absorption, but also good thermal insulation. That comes in thicknesses of 1/8, 1/4 and half an inch.

DynaPad, meanwhile, is a much heavier (one pound per square foot) four-layer composite material for use where noise – but obviously not weight – is a particular issue, and with no adhesive layer can be removed and re-used if necessary. DynaDeck is a potentially very useful material, too, as a water-resistant

replacement for carpet and any underlying padding in classic and vintage vehicles. The textured top surface comes in brown, green and black, and again the product has no adhesive face so it can be lifted and re-used.

For precise costs of these various Dynamat products, and ordering information, go to dynamateurope.com (or dynamat.com for readers in the US and elsewhere in the world). As a guide, though, the dozen 18-inch by 32-inch sheets of SuperLite that we have so far used in Rob Nugent's 944 – that's 48 square feet – retail here in the UK for £199.99 including VAT. For the same cost you can get nine sheets of the thicker Dynamat Xtreme totalling 36 square feet.

And we feel entirely confident in suggesting that this is one practical Porsche task that you should have absolutely no hesitation about tackling yourself, so there will be no labour element to consider. Job done!

The original Porsche sound insulation, beneath the carpets, was in predictably poor condition, crumbling to the touch such that the best way to deal with it was simply to bundle it straight into a plastic bin liner. Passenger's footboard (concealing engine's ECU) came out for temporary access, but we decided to leave the insulation in the footwells: little to be gained, we felt, by replacing it with Dynamat. That task done, it fell to young apprentice Matt Ireland (right) to clean out all the debris, trim glue, and not least the stick-on damping material applied at the factory. And a great job he made of that, too



TECH: HOW TO



For once this is a step-by-step sequence that needs little explanation. Luckily for us, Dynamat sheets are of such a size that two placed longitudinally either side of the car's centreline neatly covered the width of the cargo area. Cut-outs for rubber grommets and other obstructions don't need to be too precise: it's not as though you are hermetically sealing the body structure, or hanging wallpaper – and the Dynamat is in any case always intended to be covered, as it later will be in this car. Ordinary scissors can be used for trimming. Handy to have an assistant, though, to pull back protective paper as you push material down into all the 'low' areas of the body

was in the process of stripping it out for some relatively inexpensive circuit fun. It would have to remain fully 'roadable', however, and with much experience working on and then testing other customers' full-race and trackday Porsches Rob was well aware of the need for retaining at least some refinement. Rarely,

if ever, would he be trailering it to an event.

Luckily, it was at about this time that we were approached by the UK organisation handling the distribution over here of Dynamat, an American name well known in high-end car-audio circles for the last 20-odd years. The company produces a range of

noise- and vibration-damping materials, originally aimed primarily at those seeking to maximise the performance of their sound systems, but obviously no less suited to reducing general levels of 'NVH' (Noise, Vibration, Harshness, to use the now well-known industry term). Among those materials



Covering the central tunnel was a little trickier, especially around the aperture for the gear lever, but again the two Robs roughly marked the car's centreline, and by then marking the centre of a sheet of SuperLite were able to peel back the paper from that middle point and work outwards. Thereafter covering the main floor areas was obviously speeded up by having two of them on the job. Recesses for rear-seat bases probably the hardest areas to cover, with their compound curves, but the material is flexible enough to cope, and it can always be cut into smaller and more convenient pieces if necessary. And remember that it will ultimately be covered in (light-weight) carpet again, so its cosmetic appearance is not really an issue



Job done. The S2's full transformation from a rather scruffy, 300,000-mile road car to finely honed trackday weapon is by no means complete, but at least we have achieved a good, 'sound' basis upon which to fit some custom-made lightweight trim that will offer at least some day-to-day refinement for when it is not being driven on the circuit. Plans include what we hope will be an interesting conversion for the floor of the rear cargo area, in the style of a 968 Cub Sport. Watch this space for more details

is Dynamat SuperLite, designed to offer maximum benefit with – as you've no doubt guessed – minimum weight. And crucially minimum thickness, too. Would we be interested in trying it for ourselves? Er, yes, of course. Absolutely. And what's more, we just happened to have the perfect candidate.

The rest, as they say, is history – and explained, we hope, in the accompanying photographs. One evening after work in late April your correspondent dutifully recorded Rob excising the remainder of the S2's horribly scruffy trim – although some items would remain; there would be little merit in removing the headlining, for instance, or the rear-quarter panels – and a week or so later watched as Rob and fellow technician Rob Hayers (yes, it can be quite confusing over there at times) installed the newly arrived Dynamat SuperLite. Meanwhile apprentice Matt Ireland had made a great job of scraping away as much as possible of the existing sound-deadening material and glue, to leave a good, smooth surface for the self-adhesive SuperLite to stick to.

And it all went swimmingly. It's fair to say

that both Robs and your correspondent were initially doubtful about the Dynamat's willingness to follow the complex contours in parts of the 944's interior – not least the rear-seat area – and then to stick firmly, however well Matt had degreased it. Such is the intentionally minimal thickness of the material, though, and both its flexibility and sheer stickiness, that even without the recommended roller tool it bedded down neatly between the stiffening ribs pressed into the panelwork. In some places the necessary stretching slightly tore the top foil layer, but crucially not the main butyl substrate, and any such 'damage' will be covered by the lightweight carpet set that Rob Nugent plans to have made. (More on that in due course.) And the fact is that Dynamat is not intended to be left exposed, so while it might be disappointing to some that the finished surface is less than perfect, that will pass.

We also had concerns that we would first have to make several rather complex templates to transfer the necessary shapes to the 18-inch by 32-inch (46cm by 81cm) sheets of Dynamat. Again, though, we soon

realised that while the material's overall effectiveness is to some extent in direct proportion to the extent of the coverage, using it to reduce noise and vibration is not like sealing the inside of a structure against, say, light or water penetration. Or to protect bare metal with paint. You don't have to be *that* precise, in other words, or to cover literally every square millimetre. (Although if you can easily do so, without spending the rest of your life – or at least the rest of the trackday season – then good luck to you.) The times recorded on my pictures show that we started that part of the job at around 6pm, and were more or less finished by about nine. Not a bad evening's work, I reckon. **PW**

ACKNOWLEDGMENTS

Thanks to Rob Nugent and Rob Hayers at BS Motorsport (bsmotorsport.co.uk), apprentice Matt Ireland, and not least their boss, Neil Bainbridge, for allowing us to use the workshop after hours. Also to Mark Baker, marketing manager at Dynamat importer Celsius UK in Poole, Dorset

THE SCIENCE

This is one of those tasks that just about any Porsche enthusiast should be able to tackle with only the most basic of hand tools – beyond those required to remove the car's original trim, anyway, and in the case of this 944S2 even that meant no more than screwdrivers, sockets, Allen keys and so on. How long that first stage takes you will depend on what you begin with, how far you plan to go, and whether you wish to re-use any of the components, but in a vehicle as simple as a 944 (and as scruffy inside as this one was) you should be looking at no more than a couple of hours. And a very satisfying couple of hours, too. There was something immensely pleasing about pulling out all that rather unsavoury beige carpet in the knowledge that its only future purpose will be as a template for a custom-made lightweight replacement, after which it can go straight in the nearest bin.

Sensibly, we think, Rob Nugent has left the headlining untouched, and so far the pinstripe door cards, although since the car is very much an on-going project (of which you will see more in future editions of the magazine) the latter will be coming off eventually, to be replaced by lightweight custom-made jobs in the style of a

Porsche Club Sport. (And in truth the existing door cards don't look too bad, in any case.) Likewise he has left in place the rear side panels, because to remove those would achieve little in terms of weight reduction, and so too the factory-fitted sound insulation material in the depths of the front footwells. Again, too much effort for too little genuine gain.

We shall, incidentally, be weighing as accurately as possible everything that has been removed, and since the boot carpet alone tips the scales at around 8–10kg, and the folding rear-seat backs at perhaps another 15kg, it should amount to a worthwhile total. (Having not altogether scientifically tested the noise level in the stripped-out car, we plan also to retest it, with the same decibel meter, once it has its new carpet set in place.) Unsurprisingly the heavy electric front seats, too, had already been replaced by lightweight Sparco items – although both of the original items are again just about good enough to be sold on eBay.

Fitting the Dynamat SuperLite, once the surfaces to be treated are free from any loose material and grease, is genuinely a case of just peel and stick. The material, basically a special butyl rubber, comes in handy 46cm by 81cm sheets, each with its self-adhesive lower face protected by a layer of special paper. (And the

top surface by that eye-catching aluminium foil.) That makes it easy to place the pieces roughly in position (Rob found it helpful to mark the centreline of the rear floor, and work outwards from that) and to scribe any necessary cut-outs, which can be trimmed away with a pair of ordinary scissors. Templates are not necessary, we found, although those of you of a more OCD disposition might wish to indulge in them. Up to you.

What is important is accurately to align one edge of each section before you start pressing the material down, and then only gradually to pull back the paper in order to prevent unsightly (and inherently inefficient) rucks in the material – and for which, of course, it is helpful to have an assistant. If you do end up with any 'bubbles', suggest the tellingly brief instructions provided with the material, then simply poke small holes in them with a sharp knife, and work the air out with a roller tool. This will not only maximise the product's noise-damping abilities, but will also ensure optimum adhesion. Either way, it's not a difficult process; arguably far easier than fitting a screen protector to your smartphone. And if you do end up with any obvious gaps, in areas that look as though they might matter, well, simply cover them with an off-cut.



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GREATWORTH CLASSICS

From farm machinery to Porsches via the MoD, F1 systems, touring cars and VW campers, Angus Watt and Greatworth Classics offer more than your average specialist

Words and photography: Brett Fraser



In these days of stratospheric air-cooled 911 prices, the name Greatworth Classics sounds like a play on words. In fact, the Porsche specialist's name references the Oxfordshire village in which its spacious premises are based: it's pure coincidence that the cars it now sells most assuredly are of great worth...

As Greatworth Classics' founder and managing director Angus Watt explains, however, the roots of the company grew from far more humble seeds.

'I was raised on a farm,' says Angus, 'and from a very early age I was mending bicycles and making soapbox go-karts. Before I was 10 I was given a broken down BSA Bantam motorbike and managed to get it going again, after which my father allowed me to maintain the tractors and other machinery on the farm: aged 12 I learned to weld.'

With such a mechanically inclined upbringing, it was inevitable that Angus would develop an interest in cars. And by

chance his first car featured a rear-mounted air-cooled engine, only it wasn't a Porsche... 'When I was 15,' Angus recalls, 'I bought an unfinished beach buggy project from a kit car magazine that required a drivetrain. I look back in shame these days, at the car I used as a donor for the mechanical parts – an oval window Volkswagen Beetle that I bought for £15. I removed its engine and gearbox and the rest went for scrap! In my defence, this was 1977 and even an oval window Beetle was just an old banger.'

By this stage, though, Angus was amassing the skills that in later life would serve him so well at Greatworth Classics. 'When I turned 16 I was keen to leave the farm and was accepted as an apprentice at the Ministry of Defence and for the next four years I worked on every piece of mechanical hardware that the MoD possessed, from outboard motors and motorbikes through to main battle tanks.

After the MoD I briefly took a job at a garage, but only for as long as it took for a

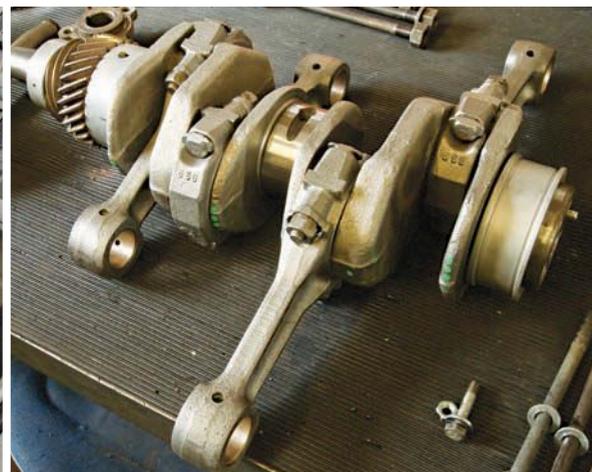
position to open up at a highly respected aerospace company called Moog. As well as producing high-tech components for aircraft, Moog designed and manufactured servo valves for F1, and in particular for the active suspension cars driven by the likes of Mansell and Senna. In about 1985, I think it was, those of us who had worked on the valves were invited to Silverstone to watch the Grand Prix: from then on I was hooked on motorsport.'

This newfound appreciation of motor racing led Angus into a job at Prodrive, where for five years he was project manager of the company's customer rally car programme. He then went on to become the commercial manager for Honda's BTCC team, after which he founded and managed a rally driver management company, but after years of operating at the cutting edge of motorsport, in 2005 Angus went back to basics and returned to the world of simple air-cooled engines.

'My wife and I had recently moved out of

Keen 911 spotters will recognise this Viper Green machine as a US car, thanks to the extended orange indicators. Greatworth Classics' Angus Watt was buying classic VW Campers in the States and started bringing in a few Porsches, too. Now the Porsche side of the business is taking off

They're not afraid of taking things apart at Greatwell Classics. Engine and crank, plus connecting rods are from various 914 builds



London – although she continued to commute into the capital for work – and I wanted to have a rural-based business. So I bought two Volkswagen T2 Campers and rented them out. The business expanded rapidly and by 2009 I had a fleet of 11 VW Campers. However, it was getting harder and harder to maintain them at home so I moved the operation into a nearby industrial unit. People would see the Campers parked outside and stop in to see if we'd work on their Campers – we viewed it as a good source of winter revenue, so started maintaining and restoring customers' vans. Eventually things turned full circle and we were so busy looking after other folks' Volkswagens that we had to stop renting out our own.'

By now trading as the VW Camper Company Ltd, it was Angus's quest for fresh Camper stock that drew him into the world of air-cooled Porsches.

'About four years ago I'd taken a trip to San Diego to meet our Bus picker,' Angus

continues, 'and along with the VWs he'd found for us, in his yard was also what at that time must have been the most unpopular 911 ever – a 2.7 Targa. It was in immaculate condition but nobody wanted it, including me. In any event I was persuaded to take it for a drive into the hills with the roof off, and suddenly I "got" it, I had my

Greatwell Classics was being sought out by existing owners keen to have their cars serviced, repaired and restored.

'Fortunately, by that stage we'd moved into our current premises,' says Angus, 'so we had about 9000 square feet of workshop and storage space, together with an acre of parking and a private test track – well,

“ It must have been the most unpopular 911 ever - a 2.7 Targa ”

Porsche epiphany. That car went straight into the container with the VWs. I then headed off to Los Angeles to look at some more Campers, but instead came away with another 911 and a 356.'

Back home in Blighty Angus and his team fixed up those Porsches for sale, and then another batch, and before long the nascent

perhaps not quite a test track, but at least a section of road on-site that we can use for initial shakedown.

Greatwell Classics' facilities are impressive. The main workshop is huge, airy, and well equipped, and has a look of tidiness and neat order that you sense may stem from Angus's time at Moog and



Angus Watt (left) and the team at Greatwell Classics – a cheerful bunch according to 911 & Porsche World correspondent, Brett Fraser

TECH: SPECIALIST



With 9000 square feet of workshop space, there is room to spread out. Much has been invested in the paint and bodywork side of the business

Prodrive. It's not a sterile environment, though, as the Greatworth Classics/VW Camper Company team is a jolly, lively collective. Just off the workshop is the

and he often passes non-powertrain related work back to us. We're about to expand our engine shop into a bigger space in the workshop that was occupied by VW

Angus, 'and our bodyshop man has a huge amount of experience not just of repairs, but of the art of panel-beating, too. For the bodyshop we've invested in a Celette jig complete with the relevant components for many of the older Porsches – it represents a significant chunk of capital, but worth it for the ability to do the job properly. We also have our own spray booth, which is large enough to accommodate VW Campers.'

At the moment Angus reckons that the bodyshop is a little under-utilised, but having seen the quality of the paint straight out of the booth and before any finishing work has started – not to mention the standard of panel beating and fabrication on a once very frilly VW Kübelwagen – we'd advise nipping in there quick, before it does get busy.

Greatworth Classics undertakes trimming

“ We're set up to tackle any and all air-cooled rebuilds and repairs ”

engine and gearbox rebuilding room.

'We're set up to tackle any and all air-cooled rebuilds and repairs, including fabricating components if the occasion demands it,' reports Angus, 'although for specialised work we have an excellent relationship with Nick Fulljames at Redtek –

Camper Co's cabinet-maker, but sadly he has just retired.'

Greatworth Classics' aim, though, is to undertake as much work as possible in-house, including bodywork and painting.

'We have a multi-media blasting booth to take cars back to bare metal,' explains



When you can paint, you can paint, so modern Porsches are welcome at Greatworth Classics, too, like this 996 lurking under protective polythene

Others had tried to get this 914 running properly, but Greatworth got to the bottom of the problem, diagnosing shot injectors. All was well after they were stripped and rebuilt



and upholstery work, too, though for the latter it entrusts major jobs to Belgian specialists, Lakewell Classic Car Interiors. 'The quality of Lakewell's work is outstanding,' comments Angus, 'and our trimmer is able to complement that standard with all the fiddly components required to finish off a build just-so.'

'Ultimately I would like to expand into the parts business, too,' reveals Angus, 'but I would need to find someone who could concentrate solely on that, who could sell our current inventory and then reinvest the proceeds into fresh stock. We already buy in parts from around the world to use in our restorations, but I don't have the spare time to focus on this area.'

Meanwhile, Angus still enjoys sourcing cars for the sales side of Greatworth Classics' operations. 'Acquiring cars is great fun,' he smiles, 'and it brings us into contact with passionate new customers, some of whom become great friends.'

On the day of our visit Greatworth Classics' stock included a 911 2.7, a 914, 914/6, 911 3.0 SC, and a 911T Targa; other Porsches lurked in a storage area we didn't have time to inspect!

In all areas of Greatworth Classics' activities, Angus is passionate about doing things the right way. As an example of this, he cites the case of a white 914 currently

fix it but that may take a little longer than some. In the case of the 914, the cure involved sending the injectors away to be stripped and rebuilt.

'We simply wouldn't want to hand back a half-finished job, so we're up-front with customers and let them know that they need to be as committed to the journey as we are. Inevitably this approach loses us

“ We wouldn't want to hand back a half-finished job ”

in the workshop.

'Its engine wasn't running properly and it had been to several places where nothing much had been achieved: in each place they got it going just a little bit better. Our approach is to tell the customer that we will

some potential customers, but those who are prepared to make the commitment always leave here happy and with a fully functioning car.'

And anyone prepared to put quality before quantity gets a big thumbs up from us. **PW**



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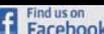
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THE TEAM

STEVE BENNETT

996 C2/944 LUX



After much activity, the 996 has had a more restful time the last month or so. A service is on the horizon and it would be nice to have the air-con working for the summer. Meanwhile the 944 is up for sale...



KEITH SEUME

912/6 'EL CHUCHO'



Not much to report this month, which is a good thing. A recent 500-mile round trip under blue skies and sunshine demonstrated what a pleasure it is to drive an old Porsche (when it works properly...)



CHRIS HORTON

924S, 944



Back in regular use, the 944 is giving me the motive and the opportunity to catch up on various tweaks and fixes – not least the 'new' silencer that I hinted at a few months ago. Full story on page 104.



PETER SIMPSON

356C



The 356 has landed and looks to be another almighty project, but you can't pass up the opportunity to take on a 356, can you? I'm sure I'll never be able to afford one again, so it's just got to be done.



BRETT FRASER

BOXSTER 3.2S



A man in a big truck has spirited my car away to have its buckled back bumper replaced and its door mirror caps repainted. Luckily the bumper is being paid for by another chap's insurance company!



JOHNNY TIPLER

996 C2



Pig Energy gets a new nose, courtesy of Porscheshop, Turbo-tidy-stylee to replace the current GT2 version, that's prone to drag on road furniture, plus new Cargraphic silencers. Oh, it's up for sale, too.



JEREMY LAIRD

CAYMAN S



Ah, the trials and tribulations of modifying. It's a very personal thing, and none more so than with suspension mods. Have I ruined it? Well, it's certainly not to my taste, so now I've got to try and pull it round.



CAN'T HANDLE THE SUSPENSE?

Fiddle at your peril! Our man Laird has worn out the suspension on his Cayman, so it's time for a refresh. Standard or modified? The latter of course. What could possibly go wrong? Welcome to a work in progress...



JEREMY LAIRD

2006
CAYMAN 3.4 S

Occupation: Freelance writer
Previous Porsches: One
Current Porsche: Cayman S
Mods/options: Bilstein suspension kit
Contact: jeremy.laird@gmail.com
This month: A full suspension update and upgrade. It's work in progress, as they say

Eventually, sanity prevailed and the Croc was handed over to the professionals at AW Motorsport

The universe has a habit, sooner or later, of calling in its debts. What goes around, in other words, comes around. It was just this cosmic balancing of the books that seemed to be bearing down on me as I took the Croc out for its first shakedown run following its long-awaited major chassis overhaul.

In these very pages just a few months ago, you see, I took aim at the current obsession with originality. The slavish fitting of factory-spec dampers, I sneered, is symptomatic of the trophy hunting and investment maximising that now dominates Porsche ownership. Won't somebody please think of the driving experience, I wailed. The poetic justice, then, wasn't lost on me as the Cayman bounced violently down the road, its spring and damper rates seemingly at mortal odds. Oh dear, I've ruined it. Worse than that, I've paid thousands of pounds to ruin it.

But let's not get ahead of ourselves. First let's trace the outlines of how I got there. While I'm not exactly a one-man tuning shop, neither am I new to the car modification game. In fact, I've only ever owned one car that didn't end up with modified suspension. A long series of BMWs, all of which were tweaked with various suspension bits from springs and bushes to full-on adjustable coilovers, was followed by the Box, my beloved 2.5-litre 986. That actually lasted longer than most in standard factory spec. It took two years before I set about that car with my socket set.

Anyway, the point is that while I certainly had my fair share of ups and downs along the way, the end result was always a net positive. I was glad I'd made the mods.

That's particularly relevant when it comes to the Boxster, for it provided a template for the Croc on two levels.

Firstly, its has the same suspension design and so I was familiar with the impact of modifications. Secondly, I was taking pretty much the same approach to modifying the Cayman. The Boxster was upgraded with Porsche M030 dampers plus some H&R springs. The result was pretty remarkable given its cobbled-together provenance. It rode nicely but had that crucial uptick in body control I was after. Definitely a result.

Porsche, in its wisdom, never did a passive sport suspension option for the 987. The closest thing available are the springs and dampers from the R model. The problem is that they're laughably overpriced from Porsche given they are really nothing more than the same hardware but with different rates and valving. On the other hand, Bilstein does the B12 kit, which consists of uprated dampers that boast both shorter bodies and an inverted monotube design which allows for really wide pistons, the latter theoretically making for better precision under lateral load.

You can have the B12 kit complete with matching Eibach lowering springs for about half the price of the Cayman R clobber. A no brainer, I thought, and thus the order went in to Design 911, who sourced what is in effect a special-order product from Bilstein and did a nice job of keeping me informed of progress.

So, there you have it. Bilstein B12 plus matched-rate Eibach springs for the Croc must surely be as good as M030 plus randomly-picked H&R springs for the Box, right? With 90,000 miles on the clock, I also elected to replace all the coffin arms.



On paper that's a pretty expensive exercise given the £200-plus Porsche charges for the arms. It's enough to make me gag, at least, so I was going to fit some pattern parts from Meyle before I recalled that our engine guru friends from oop North, Hartech, do fully refurbished arms for roughly half price.

That's still about £400, of course. The Bilstein kit is about £1100. Bung in some new top mounts for all four corners, some eccentric bolts for the rear and a few other bits and pieces and you're well beyond £1500 just for the parts. With that in mind, I decided to tackle the front axle myself before handing over the tricky rear axle to the far more experienced hands at AW Motor Sport near Chichester in West Sussex.

It was a nice plan. But as is so often the case with home spannering, it mostly went tits up. What with getting stuck every 30 minutes and then dashing off to the motor factors for a new tool and then getting stumped by the incompatibility of the OEM bumpstops with the thick B12 rods (turns out the B12 dampers have internal bumpstops), the day simply evaporated. When I did eventually get a single, miserable spring and damper fitted, I realised that the earlier bump-stop distraction had led me to leave the bloody dust boot off the damper rod. I could have cried when I spotted the errant boot

languishing on the garage floor and realised what that meant. Anyway, it was 10:30pm by the time I had the properly dust-booted damper back on again. I'd run out of time.

In it went the next morning to the boys at AW Motor Sport, who patiently absorbed my neurotic new-customer ramblings and got the thing fully turned around right on time. Unfortunately, that's when the remorse set in. Maybe it's just me, but the springs lower the car far too much on the front axle. No only did that look wrong, it also likely contributed to the now choppiness of the suspension. Something

it did make a tangible difference to that choppiness. Thanks to a quick chat with the usual crew of Porsche sages on Pistonheads, I was also hopeful that the dampers would break in a little, too. Which, it seems, they have.

As things stand, what with the additional spring pads and the dampers calming down a little. I remain convinced with the fact that the front springs are just too short. Even with two sets of thick springs pads stacked atop one another, the front axle is probably still below 997 GT3 ride height, which is extreme. So, there is work to do with the

“ I could have cried when I spotted the errant boot languishing on the floor ”

just didn't feel right..

However, the one upside to my near total failure to get significant work done myself was that it at least taught me how to get the top mount off without removing the damper. So, I snagged an extra set of spring pads from Porsche, the aim being to lift the front up a little. I was already using a pair of the thicker 6.5mm pads, so I simply stacked another pair on top. Incredibly, this still wasn't quite enough in aesthetic terms, but

B12 kit, but with a little further fine tuning, including yet another set of spring pads, I'm hopeful of turning things around. At which point I'll have more to say about the broader impact of adding a little focus to the Croc's down-road deportment. And it's fair to say that suspension mods can be a personal thing, too, and one man's perfect set-up is another man's trip to the chiropractor, so watch this space as we so often say. **PW**

Above left: The perfect order and precision of home spannering. What could possibly go wrong? Above: Bilstein B12 kit in situ

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A WARNING FROM HISTORY

Horton's 944 very nearly disgraced itself on the M25, when the rear silencer box blew apart in a big way, but the failure wasn't entirely unexpected, he admits – and the repair, as it turned out, cost nothing but some spare time



It is getting on for six months since the 944 returned to active duty, after a break of what must have been nearly 10 years, so definitely time for an *Our cars* update before time starts slipping through my fingers yet again. I was going to begin by saying 'Not much to report' – and that despite several longish runs, which between them must have notched up nearly 1000 miles – but then last night I sat in the car with my notebook for just a few minutes, and came back into the house with quite a long list of things needing attention and/or worthy of mention. (It will be a while before I can start being precise about mileage, what with the odometer still being *hors de combat*.)

The most significant among those items has to be the rear silencer box. Back in January I was lucky enough to have the car inspected, entirely free of charge, by one of Dove House Motor Company's technicians, during an open day there one Saturday, and he quite correctly pointed out that said box – which was possibly the original item, dating from 1985 – was in a pretty parlous state. In truth, I had already spotted the corrosion and consigned the job to a mental to-do list, reasoning that the old one would

probably last for just a little while longer, but unsurprisingly barely a fortnight later fate decisively forced my hand.

I was on the M25 one morning in February, after a refreshingly dry, traffic-free and uneventful run down the M40, when suddenly there was an almighty, percussive bang from what felt like directly beneath my seat. All manner of things race through your mind on occasions like that, of course: a tyre blowout, a catastrophic, con-rod-through-the-side-of-the-block engine failure, or even hitting an unseen object in the road. But the car was still tracking straight, the tachometer was still showing a reading, and it certainly didn't feel as though I had run over a brick that had fallen off the back of a builder's van. There was no avoiding the sudden extra noise from the engine and/or exhaust system, though, and having many years ago had a similar experience when the front exhaust pipe of my Rover 2000 fractured beneath my feet on the M1, I was pretty sure what the problem was.

Coasting to the hard shoulder, and risking a quick look under the rear of the car, however, I was shocked to see that on this occasion the silencer had been literally torn apart, with a massive split along the

seam on its right-hand side. The only thing that could have caused damage on that scale was surely an accumulation of fuel inside the silencer suddenly igniting – and perhaps significantly the car has lately been in the habit of very occasionally momentarily misfiring, for want of a better term – but so far I have made no forensic progress in that direction. Suggestions as to the underlying cause will naturally be welcome, or I suspect that sooner or later my 'new' box (read on...) might suffer much the same explosive end.

Luckily I was able to continue my journey, first to the photo shoot that I was attending and then home – albeit rather noisily, of course – and the following day a quick rummage in the exhaust department (OK, then, the large agglomeration of what looks suspiciously like scrap metal stacked around one side of the house) produced not one but two used but apparently sound silencer boxes, a legacy from when I also had the red 924S. I knew they would come in useful sooner or later. (And isn't it always such a great feeling when you beat the odds in this way?)

No less luckily, both boxes were of precisely the correct type for the 944 –

CHRIS HORTON

924S, 944

Occupation
Consultant editor, *911 & Porsche World*

Previous Porsches 924S

Current Porsches

924S, 944

Mods/options
The two cars are virtually standard, apart from slightly wider tele-dial wheels for the 924S, and throttle-response cams for both. Original is best, I think – for day-to-day road use, anyway

Contact
porscheman1956@yahoo.co.uk

This month
The sound of chickens coming home to roost – or corroded exhaust silencers bursting asunder, anyway

This photo (taken by Peter Robain) dates from December 2002, three years into Horton's ownership of the 944. The car has somewhat duller paintwork today, and our man a lot less hair, but their partnership endures. Good to report that this beautiful Buckinghamshire road is virtually unchanged, though. Note the 'tax disc' in the (wrong) bottom right-hand corner of the windscreen: part of British motoring history consigned to the past in 2014. (And in the six months after which, it was reported by the *Financial Times*, there was a £200 million fall in revenue from Vehicle Excise Duty compared to the same period in the previous year)



there are, as I had discovered when running said 924S, two different sizes of pipe for these engines/cars, and you can't join one to the other – and thanks to my foresight in using stainless-steel nuts and bolts when I changed the 944's middle silencer many years ago I was able to fit what I calculated to be the better of the two in little more than half an hour. (Yet another small victory over Sod's Law.) The only collateral damage was one of the two brackets that hangs the rear end of the box from the underside of the car – while attempting to undo the seized-on nut I broke the captive stud – but as far as I know those are still available from Porsche, and for the time being one alone will have to suffice. Oh, well, you can't win them all...

The other big issue still in the pending tray is the 944's tailgate. For many years now it has been minus its rubber rear spoiler, which I removed while the car was standing idle, after the rainwater pooling on it (thanks to the usual blocked drain channels) had started destroying the special mastic sealant between the glass and the aluminium frame. (And I have been pleasantly surprised over the last few months by how little the absence of a spoiler seems to have diminished the car's overall appearance. I might even suggest that it is an improvement.) By definition this has left a visible and probably gradually widening gap between glass and frame, and although I could perhaps deal with that

by finding some suitable modern sealant (somebody suggested Sikkaflex), and then clamping the two components firmly together again with the aid of the spoiler, I have a feeling that would ultimately just be more trouble than it was worth.

Fortunately, however, Richard Baker, whose '924S2' was my chosen car for our modified-Porsche extravaganza in the May edition of the magazine, not only has a spare 924S tailgate from a vehicle he broke up during the construction of his white one, but also wants my old unit. Why on earth so, you might ask. Because he wants to make his track car even lighter, by fitting a plastic rear window, and so all he really needs from me is the aluminium frame. We have agreed that I'll drive down to his place in Hampshire in the coming weeks, and between us tackle what should be a quick and easy swap, now that I have made sure that my tailgate's four mounting screws can be loosened without undue aggravation. Better than struggling on the day.

Either way, I look forward to the return journey from that transplant, during which I hope I will no longer need the heater/blower fan running at full blast to try to prevent toxic and certainly highly unpleasant exhaust fumes entering the cabin. (And in truth I think the fumes were always a bit of a problem back when I was using the car during its first 'life'. Even then there must have been quite a large but unseen gap between the glass and the frame.) More

news on all that next time, anyway.

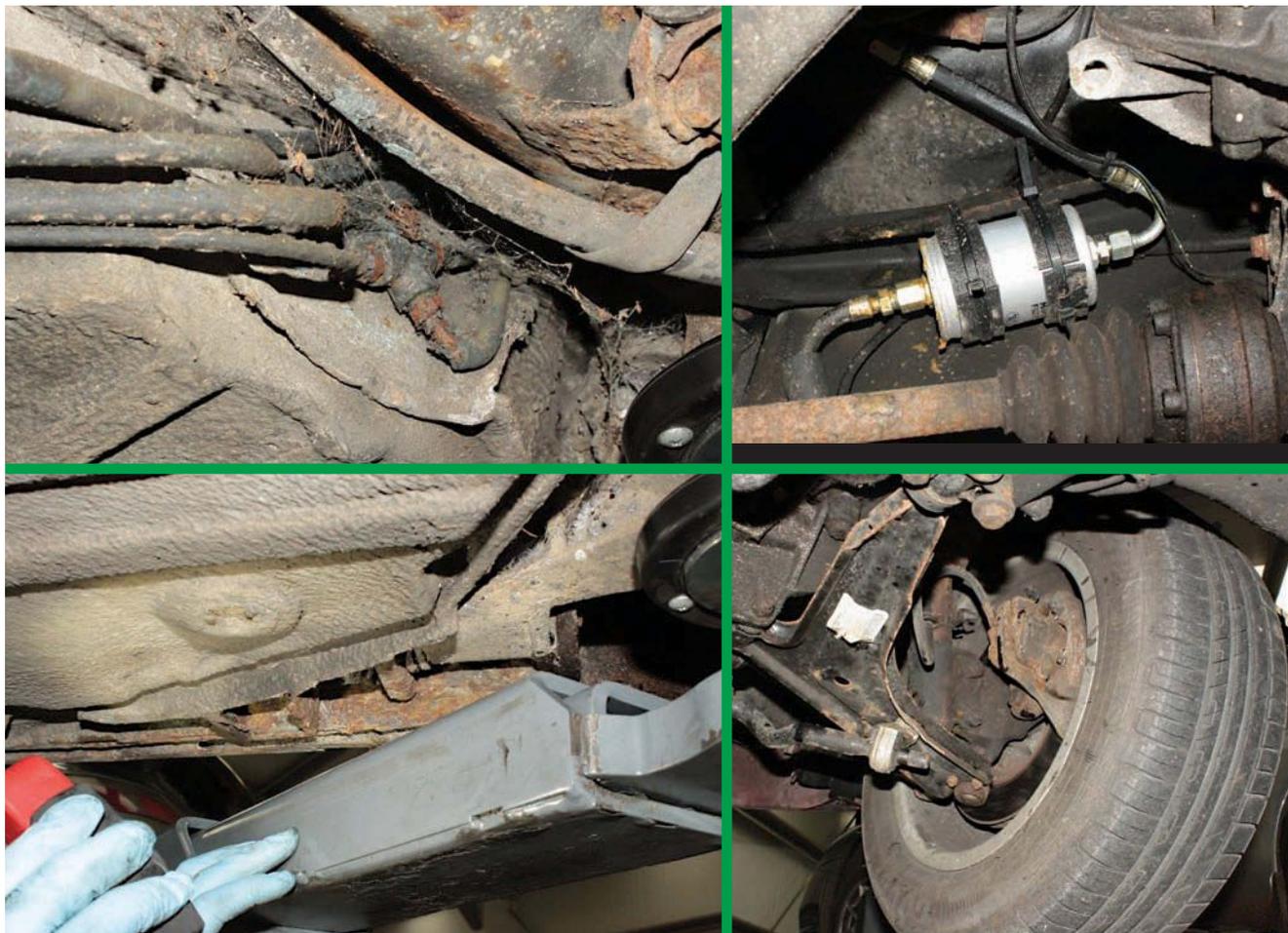
A burst of enthusiasm once the weather improved saw me getting a few other jobs done. A dose of Miller's Engine Flush, for a start, then some new engine oil and a filter – although there's a leak from somewhere: the spin-on canister's mounting pedestal, perhaps, or more awkwardly the lower balance-shaft housing – and a new steering-pump belt. The one that was on the car started slipping, because it was actually slightly too long for the adjusting link, but luckily I managed to find a generic item of precisely the correct dimensions in the garage. I had earlier had a similar problem with the generator belt, which halfway through a local journey suddenly started shrieking loudly, but that was just the locknuts on the adjuster slackening off (or more likely, of course, the fact that I hadn't sufficiently tightened them), and I was able to limp home by twice stopping in a convenient lay-by and rotating the central part of the device by hand.

I have finally refitted the front half of the timing-belt cover, too. That took so long partly because I knew it was going to be relatively awkward, thanks to a lack of space and several missing threaded inserts in the back half (I would have fitted a new moulding had I been able to get hold of one), but also because I wasn't convinced that I had got the balance-shaft timing precisely right. In the end, though, I have concluded that the engine is just about as

Henry Davies is the Dove House technician who was given the task of examining and appraising Horton's 944, then newly recommissioned. It didn't take him long to come up with a to-do list – although by the same token he didn't find anything too disastrous. Oil leak he tentatively ascribed to the lower balance-shaft seal. That won't be overly easy to fix, but at least the steering rack appears to be oil-tight – they have caused Horton no end of grief over the years, and this one was itself a second-hand replacement about a decade ago



At the rear Henry noted the leaking transmission (left), suggesting the source will probably be the selector-shaft seals. Also the deteriorating anti-roll-bar rubbers (far left), but they will be easy enough to fix. Unsurprisingly, the whole of the underside is showing signs of surface corrosion, but no major problems so far



Less encouraging was the state of the fuel and brake lines (far left), a common problem in far too many older cars, and especially these transaxle Porsches. In this case the rear crossmember is going to have to come out to do the job properly. Temporary fuel-filter straps (left) seem to be holding up well enough, but new mounts will be bought and fitted soon. Trouble is, the remains of the old ones are seized into the crossmember, and won't be easy to get at, even with a narrow belt finisher. Another of Henry's concerns was the rear inner faces of the sills (bottom, far left), so they will definitely be tackled sooner rather than later – another winter would most likely finish them off. View of front suspension (near left) shows simple pressed-steel lower wishbones (same as a Golf Mark 1's) fitted to replace the original cast-alloy items when their integral ball-joints wore out. Sadly, though, this useful (and money-saving) mod applies only to pre-1986 cars

smooth as it has always been – and that despite what is fairly obviously a weakened right-hand engine mount. (Certainly the large-diameter coolant hose is far closer to the chassis rail than it is in the 924S. That's the usual giveaway of that problem in these cars. And when I later replaced the undertray, the steering-pump pulley was plainly going to start cutting into it. Needless to say, I took the undertray off again until such time as I can find and fit another engine mount.)

Talking – as I was a few lines above – of coolant, I think I mentioned a little while ago that I had filled the system with synthetic and thus waterless Evans PowerCool 180, and after a few months of now practical and

personal experience I remain a huge fan of this remarkable product. It has many benefits, I firmly believe, not least its ability to help protect the later water-cooled flat-sixes from the localised overheating that can lead to bore-scoring, but I have always been slightly concerned about the often surprisingly high pressure that necessarily builds up in any car's conventionally filled cooling system.

There is absolutely none of that with EWC, and on several occasions I have demonstrated this to sceptics by theatrically removing the expansion-tank cap at the end of a fast run. A standard, water-based coolant would almost certainly erupt immediately, due to the release of the

pressure that was artificially raising its boiling point, but now there is barely more than a faint hiss – and it's equally reassuring to know that the rubber hoses are not being continuously strained to their possible limit. No surprise, then, that I now have some additional PowerCool for my BMW 525e (update: now added), and eventually I shall be putting it in the everyday VW Passat and my Mercedes-Benz Vito. Well, why not?

Another topic you might remember from my previous two reports was the suddenly rather flaky headlamp-lifting mechanism. That turned out primarily to be poor adjustment of the motor's mounting bracket on the chassis rail, but also to the two parts

OUT OF THE DARKNESS

In my previous report I complained about what I considered to be the 944's utterly useless headlights. In truth, I have not driven the car much in the dark since then – not least because of the very welcome longer days at this time of year – but, even so, I was pleased to hear from *911 & Porsche World* reader Dave Rolls.

He runs a 1988 944 as his daily driver – top man – and not only drives from his home in the Midlands to Heathrow several times a month for an early-morning flight, but also takes the car all the way to Stuttgart and back twice a year. (He works not for Porsche, he tells us, but for another well-known German company based down there.) So naturally he needs the best possible headlights.

'In September 2015, and after looking at several different options,' he wrote, 'I bought a set of HID lights on eBay from a company called N Cook Security in Morecambe, Lancashire – they have their own website at www.motorbikealarm.co.uk. Cost for a set was just £33. Other companies were offering similar-looking products at between £80 and £100, but I thought I would go for the cheaper ones, if only to see what they were like.

'Plus points: brilliant light output, very low power consumption and, with all the right connections, definitely plug-and-play.

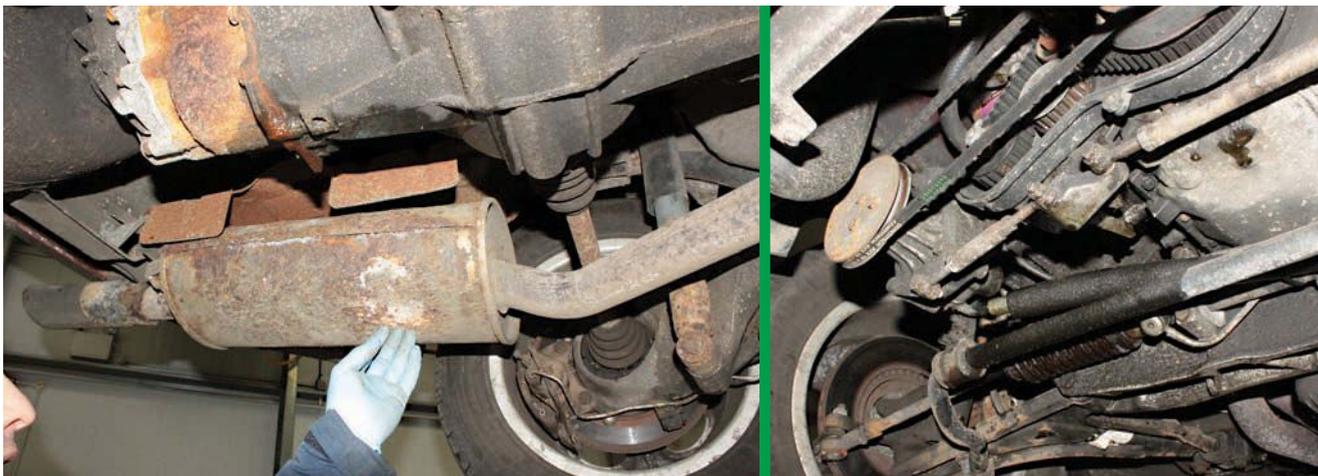
'Minus points: the first set lasted just under 12 months before one of the bulbs failed. I got a second set, but then after another couple of months one of the control modules went wrong. I am doing 12,000 miles a year, though,

so that might not be an issue for you, Chris. Installation was a bit challenging, as well, since you have to fit two control modules within the limited space inside each headlamp's mounting cradle.

'Overall, though, I'm still very happy with the set-up, but would just question its long-term reliability. If I get another failure I will probably try an LED conversion. Woodypeck (www.woodypeck.co.uk) seems to have some good stuff for the 944 and 928, and apparently they do a set for around £60.

'Thanks for an interesting last report on your car. Based on your recommendation I shall be changing to Evans Waterless Coolant soon. Oh, and you mention that you are using a mid-range Goodyear tyre. What size, and do you have any comments about road noise? I'm using 205/60R15 Dunlop FastResponse tyres, which are good, but seem very sensitive to the quality of the road surface. I'm thinking of changing back to the original 215/60 size, but preferably without the expense of going to Pirelli P6000s.'

Good question, Dave. Sadly, though, I'm not really the man to answer it, because while I have natural concerns about grip and, increasingly, road noise, all I really tend to worry about on cars like my 944 is whether my tyres are round and black and have enough tread on them. Price, too, of course. For the record I'm on 205/60s, like you – and to be honest I had forgotten that 215/60 was an option – and find them perfectly acceptable. Perhaps the best thing is to open the question to the floor, as it were, and see what the wider 944 community thinks.



Rear silencer (far left) was clearly not long for this world, suggested Henry. And he was right: within just a few weeks it literally blew apart on the M25 one morning (see below). But then goodness knows how long it had been in service. Perhaps since the car was built. Another view of the front of the engine (left) shows again the extent of the oil leak, but also the absence of the timing-belt cover, since replaced. Note several missing threaded inserts from the rear half. Enough remain to do the job, though. Alternator belt's adjusting link would later slacken off and require roadside attention. Likewise the steering-pump belt was fractionally too long and was later replaced with one of the right pattern – although that, too, quickly stretched and had to be retensioned

of the plastic cowl around the right-hand lamp not being positioned correctly. That, in turn, was due to a bit of a make-do mixture of screws and spire nuts securing both the plastic parts and the metal upper 'lid' to the inner framework, but some new fastenings, and not least some time and patience, did the trick. I had quite a good result with the lids' securing screws, too. They must have countersunk-style heads in order to sit down flush against the metal, and by chance I spotted a handy pack of assorted sizes (made in Vietnam, of all places) in my local Aldi supermarket for a fiver – and better still they are in rust-proof stainless steel. Every little helps, as the saying goes.

Still more time and (unusually for me) patience saw me adjust the bonnet catch, such that the panel now opens and closes a lot more easily than it ever did when the car was in use before, and I have made quite a

big improvement to the door catches by removing them and giving them a good dose of a silicone-based lubricant spray. I shall be fitting the new mechanisms I bought soon enough, though – and taking off the door cards so that I can install the new check-straps, as well. It's amazing how something as seemingly insignificant as a slight resistance in the door's movement as you close it can become so incredibly annoying. That will also give me the opportunity to do something about the almost comically lethargic window lifters – although the one on the driver's side is perhaps loosening up the more I use it.

The 924S, meanwhile, waits patiently for me at independent specialist Auto Umbau, where proprietor Robin McKenzie generously gives it safe haven. I'm over there pretty often, though, for one 911 & Porsche World story or another, and always

take the opportunity to give it a drive around a local but sufficiently long route to get everything fully up to temperature – including the brakes. I take the obvious precaution of disconnecting the still nearly-new Yuasa battery each time I leave it, but encouragingly it always starts literally the moment I turn the key. I'm still trying to decide which of these two broadly similar but at the same time quite different Porsches drives better – whichever I happen to be in at the time, most likely – but I'm in no hurry to come to a final decision. And even if I do it won't matter, because with luck I won't be parting with either of them any time soon.

Next time: an update and a rethink on the 944's tailgate, the mysterious case of the leaking tail-light housing, and – I hope – some worthwhile action on the 924S. Use it or lose it, and all that! **PW**

Clockwise from top left: the stud on one of the two brackets securing the rear silencer to the underside of the body snapped when the nut was being undone. Neither a great surprise nor (hopefully) a big problem. Engine mounts (and particularly the one on the right-hand side of the car) will clearly have to be replaced. The large-diameter coolant hose has always been suspiciously close to the chassis member, and an attempt to refit undertray was aborted when Horton spotted this tell-tale groove where the steering-pump pulley had been touching it when car was last in use. Power unit has clearly dropped. Evans Waterless Coolant allows cap of expansion tank to be removed, even when engine is hot; no sign of pressure inside. Silencer shows effect of (presumably) a backfire, but clearly it was on its last legs anyway. Luckily, Horton found a spare among this motley collection...



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THERE, I FIXED IT! FOR A LITTLE WHILE, ANYWAY...

A pragmatic, real-world repair? Or just an electrical fire waiting to happen? While we were stripping out Rob Nugent's 944S2 for this month's how-to feature (see pages 86–89) we couldn't fail to notice the additional heavy-gauge cable that had been appended to the battery positive terminal. It was initially unclear what purpose it might be serving – although it's fair to say that

Rob immediately had his suspicions – but when we later lifted the carpet in the left-hand front footwell, all was revealed.

The standard lead in these transaxle cars – or in those that have the battery in the boot, anyway – has a habit of going 'high-resistance', suggested Rob, leading to lethargic starter-motor performance and/or poor battery charging (which can,

of course, amount to pretty much the same thing).

So it would seem that, rather than investigate the problem fully, and perhaps replace the cable from end to end (or, dare I suggest it, the earth lead, which might also have been to blame), some previous owner or mechanic had simply installed an additional one. (And it is possibly significant that the

car does appear also to have been fitted with a new starter motor quite recently.) Quite where the lead goes once inside the ECU compartment remains to be seen. And what horrors might be lurking inside that rather suspicious-looking plastic sleeve (below) is yet to be determined, too.

Either way, a full diagnostic investigation is high on Rob's to-do list before the car does

another trackday, and I suggest that you, too, might want to make sure that some well-meaning but misguided individual hasn't turned your transaxle Porsche into a potential bonfire, as well – not least by leaving in place the lead that was possibly causing the electrical problem in the first place. More on this next time, anyway, after we have done a bit more digging.



The 944S2 can suffer from poor starter-motor performance, its big 3.0-litre engine requiring quite some grunt to crank it over, especially from stone-cold. But the problem is often an electrical one, as evidenced by this car's additional battery lead, revealed when the carpets were lifted for this month's how-story (see pages 86–89). Whether that cured the problem, or whether it was the seemingly recently fitted starter motor itself, remains to be seen. Either way, the earth lead will warrant investigation, too

WALNUT WHIP FOR A PANAMERA?

Just as he promised a few weeks ago, Steve McHale at JZM (jzmporsche.com) has sent me some photographs of the company's newly acquired Nederman walnut-blasting machine, and I am pleased to be able to share them with you here.

Its purpose, as you might recall from my technical feature in the June edition of the magazine (*Danger in the city*, pages 72–76), is to clean the carbon-encrusted

backs of a DFI engine's inlet valves, by simultaneously bombarding them with a 'medium' made up of crushed walnut shells, and then sucking out the debris (and the now soiled medium, of course) with what amounts to an industrial vacuum cleaner.

It's a very simple process, reports Steve. (Not that you will be doing it yourself, unless perhaps as a Porsche specialist you buy a machine of your own. They cost at

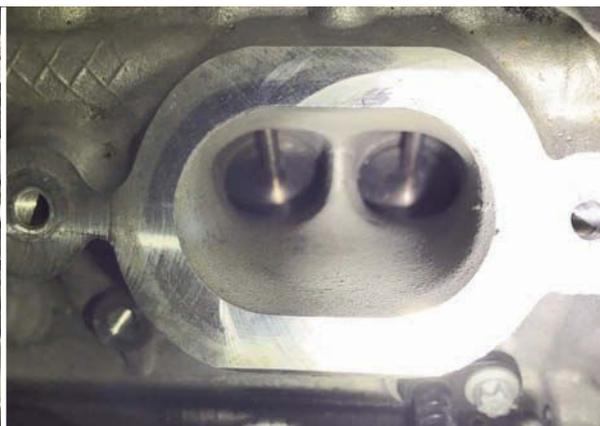
least around £1000.) You simply place the business end over each port – first rotating the crankshaft to close the relevant valves; naturally you don't want the cylinders full of muck and rubbish – and then, with the machine hooked up to both mains electricity and a compressed-air supply, squeeze the trigger for a few seconds. Or however long it takes to eliminate the crud. The brush head you can see

acts simply as a baffle to contain the resulting dust.

Sadly, it seems that Steve experienced as much difficulty in shooting a clear image of the once again gleaming valves as I did taking one of them in their 'before' state – any automatic camera tends to want to focus on the entrance to the inlet port, rather than what's lurking at the bottom of it – but I think we can all agree that there appears to be a

marked improvement.

Whether, as I suggested last month, that cleanliness alone makes any great difference to the way the engine runs is open to debate – always assuming that the underlying cause has been rectified, of course – but it would be disappointing to have your chosen repairer get this far into any affected power unit, and then do nothing about it if they had the opportunity.



It looks like an ordinary domestic vacuum cleaner, but JZM's newly acquired Nederman machine is, in fact, designed to clean the backs of the inlet valves in modern DFI engines in which they seem quite quickly to become coated with a layer of carbon. Compressed air is used to blast the (closed) valves with crushed walnut shells, and the vacuum side simultaneously sucks out all the debris. Brush around business end is a baffle to stop dust flying everywhere. Thanks to JZM's Steve McHale for the photographs

991 BIG-END BEARING EVENS UP THE SCORE

Another day, another Porsche specialist's workshop, and another MA1 power unit – from an early 991 this time – in many pieces and awaiting attention on an engine stand.

In truth, it was the same place – Porsche-Torque in Uxbridge (01895 814446; porsche-torque.co.uk) – where just about a year ago I took those first shots of one of these power units to show its dramatically scored bores, and this time it was primarily a bottom-end problem that had done the damage, but the end result was broadly the same. It's toast, basically, and the car's owner is now facing

a predictably large bill for a 'short' engine and all the necessary transplanting and installation work.

Apparently one of the big-end bearings had failed, reports Porsche-Torque proprietor Sid Malik. That alone – possibly caused by oil starvation, or again revving too hard, too soon – might not have been too serious, he added, but instead of paying heed to the warning signs (the usual heavy knocking sound) the owner continued driving. The resulting swarf from the bearing and crankshaft journal has scored, albeit very lightly, and for reasons that are here

entirely explicable, at least one of the cylinder bores.

Has anyone else suffered a similar issue with an MA1? Or is this – we hope – an isolated incident? As ever, do please let us know.

Also in the Porsche-Torque workshop that day was a 993 (bottom row of pics), in for what would turn out to be another relatively costly repair. (Aren't they always?) For some time there had been a persistent oil leak from somewhere around the oil filter and thermostat, both of which are, of course, located within the front part of the right-hand rear wing, behind

the plastic wheelarch liner.

Ideally it would have been nothing more than a slightly loose spin-on filter canister, but as soon as technician Luciano Balducci had the plastic out of the way it was obvious that the oil was coming from a barely visible fracture in the pipe stub at the rear lower corner of the substantial stainless-steel oil tank. There was no way that could be repaired satisfactorily, so the only answer was to strip out the entire system and fit a new tank – about £1000 for the parts alone, and then two days' labour, both plus VAT.

It could have been a great deal worse, however. The pipe stub could have let go completely while the car was being driven at high speed, in which case the resulting loss of lubricant might not only have caused an accident – look how close everything is to the rear tyre – but would also have needed a full engine rebuild. And those air-cooled jobs can make even a full MA1 rebuild look cheap and easy.

As it is, the now 21-year-old car has benefited from a major reworking of this vital area, and in that context should be good for at least another two decades. **PW**



Upper photos show the engine from a 991 – an MA1, essentially as in a gen 2 997 – on a stand at Porsche-Torque. Crankshaft removed after failure of one of the big-end bearings, but metallic particles have contaminated entire assembly, such that the bores are lightly marked. Answer is an exchange 'short' motor, says proprietor Sid Malik. Above: 993's leaking oil tank was an awkward enough replacement, with added problem of rotating stud preventing easy removal of level-sensing device on its rear face



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Porsche 911T 2.2L 1970 Coupe
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with Brown leatherette interior.



Porsche 911E 2.2L 1971 Targa
Manual Gearbox, LHD, Tangerine
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Porsche 912 1966 Coupe
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BUYERS' GUIDE: EARLY 911S

911: THE EARLY YEARS

Looking for an early 911, but not a short wheelbase version? You need a 1968–1973 car of which there were three variants: The 911T, 911E, and 911S. There were details changes over the years, but in today's market it's condition and originality that count and of course prices have risen greatly recently. Here's the lowdown

The Porsche 911 must be one of the most written about cars ever, with all the column inches devoted to it over the last 54 years quite likely to loop the circumference of the earth if placed end to end. Hence those with a working knowledge of the rear-engined sports car will probably know that the present 991-model 911 was preceded by the 997, and before that, working backwards, was the 996, 993, 964, Carrera 3.2, and 911SC which takes us back to 1977.

Before that, however, the 911 picture becomes slightly hazy for many, due to there being a number of different but near identical looking models. For non experts,

the confusion is compounded by the fact that in those days Porsches were an esoteric sports car sold in relatively small numbers so were rarely seen.

Here, then, we will explain what these models are, and of course what you need to look for if considering buying one, and how much it will cost you – and it will be no surprise that their values have, after many years at modest levels, rocketed of late. These cars are less than helpfully referred to as "early 911s", but for this Buyers' Guide we look at those built between two key dates: August 1968, for the 1969 model year, when the original wheelbase was increased 57mm to 2268mm in order to make the handling less nervous, and mid-1973, when the 'impact bumper' models

with their enlarged and arguably less pretty energy absorbing front and rear ends appeared for the 1974 season.

DESIGN, EVOLUTION

In this five-year period, kicked off by the "B"-series cars of 1968, there were three road-going variations: the 911T, 911E and 911S, all offered in Coupe and Targa form, the latter now with a glass rather than plastic rear screen. The 911T was the base model ('T' stood for Touring), its 2.0-litre flat-six engine fuelled by two triple-choke Weber carburettors to give 110bhp. The 911E used Bosch fuel-injection ('E' for Einspritz) and produced 140bhp, while the top of the range 911S had the same engine

The 911 in its purest form? Narrow-bodied and pre-impact bumper, 911s don't get much prettier than these two studio examples. The Targa is a 911T, while the yellow car is a highly sought after 911S





Early 911 interiors are pretty basic, but that is part of their 'no nonsense' appeal. Vinyl rules and the long, curved gearlever controls the early 901 'box, itself something of an acquired taste! Seats are by Recaro

tuned up to 170bhp. Gearboxes were either four- or five-speed, or the semi-automatic Sportomatic.

For the 1970 model year "C"-series cars, engine capacity rose from 1991cc to 2195cc, taking output of the still carburettored 911T to 125bhp, the 911E to 155bhp and the 911S to 180bhp, this last model now offered with an optional limited-slip differential but no longer as a Sportomatic. At this point the interior was modernised, with much improved seats made by Recaro, and the very 1960s wood veneer on the dash replaced by racier looking grained black vinyl. All three models became available in a range of new and more vibrant, love or loathe colours including Bahia Red, Signal Orange and Conda Green.

In 1970 for the 1971 season, the "D"-series models were introduced, with partial zinc coating for the body, but of greater note was the arrival of the "E"-series cars in 1971 for the 1972 model year, when engine capacity rose to 2341cc, accompanied by a "2.4" badge. The same badging prevailed, the 911T (still drinking through carburettors) now producing 130bhp, the 911E 165bhp and the 911S 190bhp. These cars can be recognised by the different position of their engine oil filler, located under a flap on the right-hand-side rear wing.

For the final model year before the impact bumper 911s arrived in August 1973, the 'F'-series was built, recognisable by the car's black interior trim and also by the oil filler being moved back to its original position in the engine compartment,

following instances of the wing mounted neck being filled with petrol. The final mainstream mechanical development was that US-specification 911T models gained fuel-injection; we should not forget the iconic 911 Carrera 2.7RS, 1950 of which were built between September 1972 and July 1973, but that's a model deserving of its own Buyers' Guide.

In total, some 65,000 911s were built in this period, according to Porsche figures. Easily the biggest seller was the 911T at over 38,000, while the 911S accounted for a little under 15,000 and the 911E just over 12,000.

DRIVING THE 911T/911E/911S

If you want to get back to basic, seat of the pants motoring, uncompromised by electronic powertrain and chassis aids, these are the Porsches for you, no question! None, not even the 911S feels outstandingly quick any more, but that's irrelevant, because the driving pleasure is all in the super direct feel of the Porsche, and the fact that the more you put into driving a 911 of this era, particularly its difficult gearbox, the more it will reward you.

The favourite model among connoisseurs is the final 911S, with its 2.4 litres, higher-lift camshafts and 190bhp. It had an added edginess over the other two and sounds even better, too, thanks to the sportier exhaust. From this era, it's the next best thing to a Carrera 2.7RS, many feel.

You'll probably be aware of early 911s' infamous handling. While the increase in wheelbase created a slightly more favourable front/rear weight distribution for cars after 1968, the tail-heaviness can nonetheless snap the Porsche into sudden and usually irretrievable oversteer, so you need to be acutely aware of this trait if you drive quickly.

The interior has essentially the same layout used until the end of 993 production in 1995, which means those five big, evocative dials stretched out over two-thirds of the dash, and a hit-or-miss heating/ventilation system. Post-1969 seats are good, assuming they still retain their support, and there's actually quite good headroom for a sports car.

WHAT YOU'LL PAY

Looking at the classified advertisements in an issue of *911 & Porsche World* from the early 2000s will make you groan. Early 911s, unless with some special provenance, were worth relatively little, with £10,000 enough to secure a very decent running project if not a sound car. However, in the last few years the values of all air-cooled 911s have gone into orbit, with the best cars of the early 1970s fetching well into six figures at the top international auctions.

Indeed, the high profile auctions run by the likes of Gooding & Co and RM Sotheby's have been partly responsible for the price inflation of early 911s, according to Alan Drayson of classic Porsche specialist Canford Classics in Winterborne

TIMELINE

Autumn 1968
Revised, long-wheelbase "B" series cars introduced, 911T, 911E and 911S

Autumn 1969
"C" series cars launched, capacity on all three models rising from 2.0 to 2.2-litre

Autumn 1970
"D" series cars on sale, bodies partially zinc coated

Autumn 1971
"E" series cars introduced, engine capacity rising to 2.4-litre, and oil tank filler repositioned on rear wing

August 1972
"F" series launched, new interior and exterior trim, oil tank filler returned to the engine bay

SPECIFICATIONS

	Years	Engine (cc)	Power (bhp/rpm)	Torque (lb ft/rpm)	Number built
911T	1968-1969	1991	110/5800	116/4200	6318
	1969-1971	2195	125/5800	130/4200	15,082
	1971-1973	2341	130/5600	145/4000	16,933
911E	1968-1969	1991	140/6500	132/4500	2826
	1969-1971	2195	155/6200	141/4500	4927
	1971-1973	2341	165/6200	152/4500	4406
911S	1968-1969	1991	170/6800	134/5500	5056
	1969-1971	2195	180/6500	147/5200	4691
	1971-1973	2341	190/6500	159/5200	5094

Production figures from Porsche, other figures from contemporary sources

WHAT YOU'LL PAY

£30,000–£50,000 No more than a non running barn find, or something with the wrong engine

£50,000–£70,000 Starting price for complete, reasonable cars, more likely to be a 911T at this price

£70,000–£100,000 Good 911T and 911E, perhaps a 911S

£100,000–£150,000 Above average 911T/911E, with an average 911S at £150k

£150,000–£200,000 Top condition 911S with low mileage and full history

Kingston, Dorset. 'A lot of people base their prices on what they see being sold at these auctions. We've seen people asking £30,000 to £35,000 for barn finds, and a running 911T is going to cost £60,000 to £80,000.' He adds that a 911S is the most sought after, now commanding £140,000 to £200,000, with the 911E somewhere in between. But despite the high values, Alan also points out that prices can vary a lot: 'Because their condition and provenance vary, there can be no exact price guideline.' In this Buyers' Guide we have not published our usual repair and maintenance costs, because prices vary so much according to the amount work required on a given car.

WHAT TO LOOK FOR BODYWORK

When inspecting a 911 of this era for purchase, bodywork is generally the biggest concern, and unless there is proof,

documented or otherwise, of a rebuild, assume that tin worm is present. Rust particularly attacks the "kidney bowls", a stress-bearing chassis member located within the rear wing, ahead of the rear wheel, and so called because of its tray like appearance.

'These are the Achilles' heel of the 911, but all areas should be inspected,' says Canford Classics' Alan Drayson. The problem is that a lot of it is hidden, he adds: 'Exposed rust on exterior panels and exterior chassis can clearly be identified, and while these can be repaired, this does give a sign of the remaining condition of the car. Even with a full inspection and use of a bore scope within confined cavities, the true condition of any early 911 is only truly seen once the shell is fully stripped.'

Besides rust, inspect the gaps between the panels and also look for potential accident damage. 'The costs of repairs reflect the condition of the shell, and can vary dramatically,' Alan

WHAT THE PRESS SAID

'People pay very high prices for Porsches in relation to size and specification – and it is not until one has the chance to drive and exploit its performance that one begins to realise the justification for the cost. The interior finish is simple but efficient, the trim neat and durable, and the whole car has an air of longevity and durability about it.'

Autocar sports car round-up including the 911 2.4S, April 1972

'The 2.4-litre 911S is a real driver's car in the best possible way. It can be argued that it lives forever in the shadow of the 1973 Carrera 2.7S, but where else can you find a pre-impact 911 with such shattering performance, such understated good looks and such a pedigree?' **911 & Porsche World** "40 years of the Porsche 911" supplement, July 2003

reveals. 'We have had body shells that require very little, all the way up to 500 hours purely on bodywork.'

ENGINE

The main issue here is not so much the condition of the engine, because given the cars' high values, they may well have had money spent on a rebuild. But look for the oil leaks that all air-cooled Porsche engines can suffer, and on carburettor models check that the twin carbs are properly set up; the engine will run poorly if they are not.

When we photographed this particular 911S in 2006, its value was around £50,000–£60,000. Today it would be valued at between £150,000–£200,000, depending on condition and provenance





911 engines are tough, we all know that. They keep on going, even when they're worn out, but any early 911 on the market and retailing at market value should have a healthy engine in the rear

What is probably more important is establishing originality. 'For many potential buyers of an early 911, having the original engine is paramount, so ensure the numbers are checked.' You should also look out for engine modifications: 'We've seen many "E" and "S" engines which were originally fitted with the Bosch mechanical injection system converted to carburettors,' Alan tells us.

TRANSMISSION

Make the obvious visual checks for oil leaks, and ensure that all the gears engage properly. 'Checking the true condition on the internals of any gearbox is inherently difficult without having the 'box stripped,' Alan points out. 'Poor gear selection and pronounced noises can be signs of incorrect selector set up, through to worn selector parts within the gearbox.' Setting the gearbox up correctly requires specific tools and equipment, and thus is best left to the professionals.

SUSPENSION, STEERING AND BRAKES

The most likely suspension and steering issue is worn bushes and shock absorbers, so during the test drive try to get a feel for how precise the chassis is. 'Most early cars, unless rebuilt, are running the original suspension bushes, which wear over time,' Alan explains. 'In most cases, once one

set show signs of wear, it's best to replace all the bushes.'

Brakes, a pre-ABS system, are straightforward. They should feel solid and pull the car up straight, with extreme disc wear manifested by a pronounced lip on the outer edge. Calipers can rust.

ELECTRICS

Simply carry out a general inspection to see if everything is working. 'Many faults can be easily solved – unless wiring looms have been cut and modified,' Alan warns. 'We've seen some awful wiring modifications, including poorly fitted old alarm systems.'

VERDICT

Unfortunately for buyers, the days of early meaning cheaper are now gone – indeed the red hot values of the 911s covered in this Buyers' Guide now arguably make impact bumper models like the SC and Carrera 3.2 look comparative bargains. So you are going to be paying well over £50,000 unless it is a barn find.

The favoured model is the later 2.4S, but when researching what is available to buy, we'd recommend you put originality ahead of model choice. Like it or not, most buying these cars now do so as an investment, because they're now too valuable to be enjoyed normally. Thus, bearing in mind the adage, 'It can only be original once' will help you maximise that investment. **PW**

SPOTTED FOR SALE

Classic Porsche dealer

1972 911 2.4S, LHD, Italian market car, white, black leather, mechanical and body rebuild, Essex, £152,995
paul-stephens.com

Classic car specialist

1972 911 2.4E, LHD, purple, tan interior, electric sunroof, air conditioning, Beverly Hills, California, £50,300
beverlyhillscarclub.com

Private seller

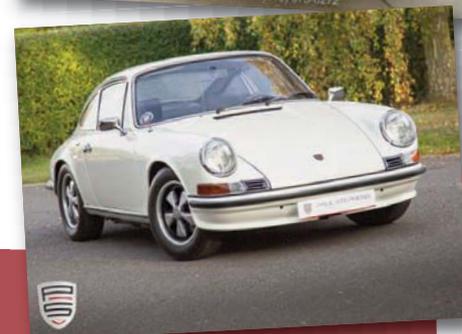
1973 911T LHD, brown, light tan interior, matching numbers car, original and unrestored, £52,000, Sussex

USEFUL CONTACTS

Canford Classics
This Dorset-based firm, our technical consultant for this Buyers' Guide, specialises in early 911 maintenance, restoration and sales
canfordclassics.co.uk

Early 911s
Based in Wuppertal in Germany, Early 911s sells, restores and maintains pre impact bumper Porsches
early911s.de

Auto Umbau Porsche
A Bedfordshire classic Porsche specialist for a number of years, and steeped in earlier 911s specialising in body restoration
classicporsche.repairs.co.uk



BUYERS' CHECKLIST

- “Kidney bowls” in inner rear wing are a common rust trap
- Body shut lines that are not uniform indicate a poor accident repair
- Check that the engine is the original for that car
- Engines and gearboxes can leak oil from various places
- Gearbox selector mechanism can wear, then giving poor gear selection
- Check the brake discs for wear, and that the brakes feel solid and pull the car up straight
- All suspension bushes will be worn by now if they are the originals
- Old alarms systems may cause electrical problems

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£150,000 P0717/016

911 (996) Turbo Tiptronic 2002
Meticulously maintained with no known faults, immaculate Arctic Silver body/navy interior/Porsche alloys, much recent work including brakes/discs, coffin arms etc by well known Porsche specialist. Shouldn't need any money spending on it in the foreseeable future, new N spec tyres, 59,900 miles only, drives perfectly: straight and true, standard as Porsche intended, my car, private sale. Tel: 07935 315573. Email: jash1012002@yahoo.co.uk.
£39,000 P0717/023

911 Coupe
Perfect mechanically and electrically with original Pasha interior in excellent condition, exterior subject to bare metal respray end of 2015, Swiss delivered and comes with original log books and good options, located in Amsterdam, the car drives beautifully. Tel: +31 652 783222. Email: michael@matthews.org.uk (Netherlands).
€58,000 P0717/024

911 Turbo
'54', black/black, 58K, FPSH, top spec car with sunroof, new tyres, Marino leather, beautiful car, px? Tel: 07963 548599 (Notts).
£39,000 P0717/025

911 1974 Coupe
Left-hand drive, 2.7 CIS, first of the impact bumpers, Certificate of Authenticity. Black with black trim, history, handbook and documentation. Tel: 01704 88072. Email: hmcleod2011@hotmail.co.uk.
£32,000 P0717/022

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£133,000 P0717/026

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911



911 Carrera 2.7 MFI Coupé 1974
Was the fastest production 911 until the late 1980s. Sunroof equipped model is believed to be 1 of only 21 built for the UK market. 2 owners, Ice Green metallic, a meticulous and sympathetic restoration (engine and g/box by Tech 9, bodywork by RS 911.) Other than two new front wings and basic perishable items, the rest of the car was restored using existing components that were repaired or renovated. The sills and floor pans have never been touched. Must be the very best on the market today, complete with original tools, radio, windscreen transfers, wallet, service manuals and ownership paraphernalia, there are even letters between the current owner and the supplying dealer in 1975. A large number of bills and photographs document the complete restoration process, black half leather seats, 15" genuine Fuchs wheels, electric windows. Tel: 01686 440323.
£240,000 P0717/020

911

996 GT3 (Mk 1) 1999 Comfort spec
66,000 miles (3.6 - 355bhp), manual, only 308 RHD were built. Legendary Mezger engine, Milltek exhaust system, Arctic Silver, air conditioning, carbon with leather bucket seats, carbon dash, enthusiast owner for the last 12 years. Tel: 07799 894494. Email: retroworks@hotmail.co.uk (West Yorkshire).
£61,500 P0717/027

911 Carrera 2 996 3.6
Rebuilt and upgraded engine by Autofarm (at 35K miles, car now done 64K), all components upgraded to latest spec including the IMS bearing and RMS, the engine is a gem! No worries related to the issues associated with some of these engines. This is a lovely condition 911 meticulously maintained by Porsche specialists, FSH, rare spec, having a sunroof and cruise control, as well as the usual high specification items that usually come with this model. Climate control, sat nav, memory seats, PCM system, PCM phone, 18" alloys, Bose speakers etc, unmarked coachwork, alloys and nearly new N spec Continental tyres. Tel: 07935 315573. Email: jash1012002@yahoo.co.uk.
£18,750 P0717/028

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DEALER TALK: EARLY 911S

With 911s from the 1970s becoming ever more desirable, customers worldwide wishing to buy one or have their existing cars maintained, repaired or valued may well want to call on the services of this classic Porsche dealer near Düsseldorf in Germany, established a decade ago by Manfred Hering



How long have you been in the Porsche business?

Early 911s was founded ten years ago, during a time when most people looked at an old Porsche and just saw exactly that, an old Porsche, and when few aficionados knew about a Porsche 911 as a cultural asset. Now, our 60-people team includes upholsterers, engine builders and body makers.

Which Porsches do you specialise in?

All air-cooled models, particularly early 911s and the 911 Carrera 2.7RS and the early, 3.0-litre 911 Turbo. Over the past decade, we have recovered "lost" Porsche 911s and probably restored more 911RSs than anyone else worldwide. Among the cars we had the pleasure to revive were Steve McQueen's 911S and the original Safari Rally Porsche.

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

The very cheapest is a 944 Turbo that was a press car, at €45,000 (about £37,900) and the most expensive is a 993 GT2 with 3000km (1875 miles) priced at €2m (£1.7m).

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

If in the market for an early 911, then I would suggest a Carrera 3.0 Coupe or Targa from 1976/1977.

Where do you get your stock from?

We have 350 cars in stock, for sale and for restoration. We acquire cars through "scouts" and through our various networks. We source around 80 per cent of them in Europe.

What warranty do you give, or sell?

On our full restoration projects we give two years, on a worldwide basis. Our mission is the authentic restoration of classic air-cooled Porsches up to 1998 in the state originally delivered by the factory, and all restoration work is carried out in-house. To date, we have brought over 250 classic Porsches back to pristine factory condition.

What's "hot" at the moment?

I would say that the early, 1974-1978 911 Turbo is very sought after presently.

What's best value at the moment?

In terms of 1970s 911s, probably the same car, the 911 Turbo. I say "best value" because I expect their prices to rise significantly.

Name a car that you have sold in the past that you would happily have kept for yourself

The slate grey 1970 2.2-litre 911S that Steve McQueen drove in the opening sequence of the 1971 film, *Le Mans*.

What other services do you offer?

We offer comprehensive customer services, including

maintenance and all types of repairs, checking and setting of period fuel-injection systems, sourcing of spare parts, classic car storage, collection and delivery, and classic car financing.

We can provide a historical car appraisal to help owners obtain an "H" licence plate for cars over 30 years old, which allows it to be used without restriction in Germany, and we can also give an evaluation of the overall condition of the vehicle and its market value. We also offer a data retrieval service if, for example, a customer does not have proper title to a car because it has been lost or the car was purchased abroad. We can draw on our own database as well as that of TÜV Germany.

What car do you drive every day?

A Porsche Macan

What are your plans for the future?

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BUYING YOUR PORSCHE

SHOULD YOU DUMP THE DIESEL?

If you run a Porsche sports car, the whole sorry diesel saga will pass you by, but if you are considering a Macan, a Panamera or Cayenne, the oil burning models have been the obvious choice for European customers (if not those in North America), so should you now give them a miss? No, because nothing much is going to change in the near term.

Those living in London might be worried about London Mayor Sadiq Khan doubling the Congestion Charge to over £20 from this September. Don't, because this will only apply to cars prior to Euro 4 emissions spec, which was introduced in 2005. Every Porsche diesel complies with subsequent, cleaner emissions levels.

But will values of diesel Porsches go through the floor? Unlikely, because while following "Dieselgate", oil burners' popularity fades, customers will still be buying them new for some time to come, because the car industry needs a lead time of several years to put replacement models in place that will have the same customer appeal. When the time is right to switch away from diesel, it'll be obvious.



HELPING YOU RUN YOUR PORSCHE

DE BOWERS MOTOR FILE

Provenance, and hence documentation, increasingly contribute to a classic car's value – but where do you keep all this stuff, in an old envelope or loose in a drawer? Identifying a need for a proper classic car filing system, entrepreneur Kim De Bowers has launched his De Bowers Motor File, a folder system made from high quality leather and aimed squarely upmarket, priced at £285 (including delivery).

It's a substantial item, measuring approximately 11 by 13 inches, and nearly three inches thick, and has many labelled compartments, such as "Registration Document" and "Service History", along with pockets for handbooks, DVDs and so on, and there's also a place for a large photo of the car. 'Some classic cars have 60 years' worth of documents, so a lot of space is needed,' Kim points out.

You might feel that this is rather a lot to pay for what would seem to be a folder, but when you see it you might well change your mind. It's the perfect way to keep paperwork tidy, and it's rather a beautiful object, too. More details at debowers.co.uk



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£10,500 P0717/015



944 S2 1990

Full service history, MOT August, loads of paperwork including the original sales receipt, electric leather seats, electric sunroof, alloys, runs and drives fantastic, very unusual and eye catching colour, no rust, a great summer head turner. Tel: 07973 550257. Email: c.p.s@hotmail.co.uk (Derbyshire).

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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 P0717/043

944



1989 944 Lux

2.7L in Guards Red, in great condition with Cup 2 alloys, service history, 163K miles, sills just replaced, new MOT, electric heated wing mirrors, electric windows, sunroof, clutch replaced at 146K. Tel: 07803 184298. Email: adrian.bowden@btinternet.com.

£6995 P0717/036

REGISTRATIONS

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CAB 911X	RSR 911T
REG 911E	RUF 911T
S911 LER	911 HDL
TON 997X	911 WVS
TON 911S	911 SCR
POR 997T	911 TYR
POR 911K	911 FEG
1974 RS	911 MSD
993 G	911 SHE
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993 RUF	930 FF
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£1950 P0717/049

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Like all auctions, classic car sales require you to be on the ball to follow what's going on, but if you want to find out what the classic Porsche of your dreams – be it a 911 Carrera 2.7RS or a humble 924 – is truly worth, there's no better place to find out, David Sutherland explains



CCA auctions specialise in affordable classics

The widespread view of car auctions is that they play host to the dodgy side of the motor trade, and the cars they sell are risky propositions. Yet car auctions big and small have a fundamental honesty running through them: nowhere else in the used car world will you find motors changing hands for a price determined by nothing other than pure market forces.

The natural tendency of any dealer, and particularly those selling classics, is to over-price, either in anticipation of the buyer seeking a discount, or simply hoping that at some stage a punter will bite. It's not helped by classic values being largely intelligent guesswork, given that no two cars are the same, and also constantly changing as not only the market itself changes, but as models go in and out of fashion.

Many private sellers base their asking prices on what they see at classic car dealers, or at well publicised auctions, which is usually a mistake because privateers'

cars are generally not as good, or at least as well prepared, plus they obviously cannot offer the same selling environment or finance facilities that dealers provide as a matter of course. Hence many cars in dealer and classified adverts are over-priced.

So to get a feel for the values of your preferred classic, we suggest you visit a medium-sized classic car auction, or look on-line, as most put their results there. Here, you will see what cars are really worth, and always look at the website prior to the sale, or the printed catalogue, to see what cars' pre-sale estimate was, as whether they exceeded it tells its own story.

For this purpose, our chosen sale was that presented by Warwickshire-based Classic Car Auctions (CCA) at the Practical Classic Car and Restoration Show in Birmingham's National Exhibition Centre on 1st and 2nd April. CCA specialises in affordable classics, and at this event 20 Porsches were offered, the

average price £28,300.

While browsing auction prices you'll almost certainly gain new perspectives, and one that struck us right between the eyes is that 911 SCs and 3.2 Carreras, which, almost regardless of condition have jumped in price over several years, may not be quite as expensive as we think. Values are always relative, so it was almost a shock to see a presentable, restored 1988 911 Carrera 3.2 Targa with Sport equipment and striking Guards Red sell for £29,150 and a 1982 911SC Targa in white for £26,763, while a third Targa, this time a 1973 911 2.4E, fetched £95,150 (the highest priced Porsche of the sale, and almost double CCA's self imposed £50,000 price "limit"). In fact the 2.4S model with its sportier spec is the more sought after model of that era, but, as our Buyers' Guide on early 911s points out, while the huge prices the 911 Carrera 2.7RS has been making has grabbed the auction headlines, its less exalted contemporaries have, almost by stealth, moved up swiftly in value.

Fast forwarding two decades, we'd wondered about the prices of one or two of the 928s we'd seen for sale, such as the 1995 928 GTS at Hexagon Classic in London at £94,995 – after all, for many years Porsche's 1977-launched V8 grand tourer was largely unwanted, and anyone's for a few thousand. 'It's the manual transmission that makes this one, because most of them are automatic,' explains Hexagon's Jonathan Ostroff. 'People aren't using these

for commuting any more so they want manual cars,' adding that he expected the 928GTS to sell for 'close to asking price'.

The auctioneer's hammer never lies, and here was the evidence that 928s have certainly become hot property – even if CCA's 26,000-mile, 1990 928 GT didn't come anywhere near the asking price of Hexagon's super-clean example, £49,500 proves that the big coupe has genuinely come of age in the classic market. But of course, to make a big price, a 928 must be pristine, as the 1989 928 S4 that went for just £6380 reminded us (its CCA Condition Report gave it 82/135 compared to the GT's 112/135).

Of late there's been talk of how the 997-model 911 is shaping up as a sought after "modern classic", its appeal a combination of looks and its essentially "analogue" nature compared to the current 991. Here, for all to see, was an honest looking, if slightly mileage (121,600 miles) 2005 Carrera S coupe in manual form (probably the most wanted configuration of this period) which was sold for £15,400, a good indication of how much these early 997s, which still had the infamous engine bore wear issues, are truly worth, we'd say.

You'll also no doubt have read about how 944s are finally rising in price, and we're certain that this is causing a related model, one hitherto rarely seen, to come popping out of the woodwork: the Porsche 924 Turbo, launched in 1979. CCA sold a 1980 example, its

characteristic two-tone paint refurbished and its mechanicals refreshed, for £19,250, which is surely a remarkable price for a car that has previously mustered little more than flicker on the classic market Richter scale. But for balance, let us whisk you over to the Barons auction at Sandown Park, Surrey later on in April, where a 1980 and a 1982 924 Turbo were entered with estimates of £8000–£9500 and £6000–£8000 respectively; both failed to sell.

The classic auction business is booming, with ever more sales being held, and believe us, they are fascinating places to visit on both viewing and sale days, especially as their organisers usually welcome the public. And you might find that the Porsche of your dreams is a lot less expensive than you'd been led to believe. **PW**



928 S4, £6380



997, £15,400



924 Turbo, £19,250



Carrera 3.2, £29,150



911SC, £26,763



911 2.4E, £95,150



Hexagon 928 GTS



928GT, £49,500

TRIED & TESTED

With 911 & Porsche World's roving tyre kicker, Kieron Fennelly

PORSCHE 944 2.7 1990 60,400 MILES £10,495

First impressions of this 944 are promising: a respray in the original white and refurbishment of the Design 90 alloys enhance its appearance and appear to mask nothing more than a comprehensive sprucing up of a relatively little used Porsche. Supplied by AFN and first registered on 2/11/90, this is one of the very last 2.7 944s, which Porsche launched alongside the 3.0 S2. It has effectively had three owners, AFN having kept the car until March 1991 when it went to live in Golders Green, subsequently moving to Mill Hill with owner number two in November 2003 and then to Stevenage in June 2013. HPI checks then revealed no financial or other anomalies and that the car was still in its original white. The service record is complete, though with the evidently very low mileage the London based 944 was covering, sometimes three years lapse between intervals. Between 2004 and 2014, the service book is unstamped, but the MOT certificates show that mileage increased by 10,000 to 59,000. In 2015, £790 worth of maintenance included new belts for the balancer shafts and repairs to the headlight lifting mechanism when the recorded mileage was 60,142. The most recent receipt is a £1200 bill for paintwork and dates from October 2016.

The interior alone suggests this 944 has been relatively little used: other than fraying of the driver's seat bolster, there are few signs of wear: the steering wheel's stitched leather is still flawless and the cloth upholstery is in remarkably good shape as are the internal plastics, also suggesting the car has lived largely inside. The period Panasonic radio/cassette still works as do the electric window mechanisms, if slowly. The carpeted boot is very clean, items like the privacy screen and its cover are still present and the emergency wheel appears never to have seen Tarmac. The Bosch battery is new and its well and the corresponding cubby in the opposite wing are corrosion-free. Outside, the Conti Sports appear little worn; the front wheelarch liners look new but the body panels all seem original though the vulnerable front valance and auxiliary lights are new. The engine bay is clean and levels are correct.

From cold the 944 fires immediately and settles to a smooth idle. Neither the cabin nor the underside produces any unseemly rattles and the 944 offers impressive refinement. The steering is taut, the damping feels firm and with its positive gear change



and firm, meaty clutch this 944 feels ready to be driven properly, which would suit the 165 horses which are definitely present, but which would undoubtedly benefit from a good long run. The brakes require a concerted shove to provoke the ABS in the dry, but pedal travel is too long: while they should pass an MOT some refurbishment here would probably not go amiss. **PW**



CHECKLIST

BACKGROUND

The 944 was a development of the 924: Porsche's first transaxle model revealed in 1975 had the handling and dynamic qualities expected of a Porsche, but was under-served by its dull 2-litre Audi engine. As early as 1977, Weissach was working on a replacement unit and this materialised in 1982 in the 944: with a more purposeful and altogether racier looking body derived from the 924 Carrera GT clothing the existing 924 chassis, the new 944 had its own 8-valve 4 cylinder of 2.5-litres. Porsche went to some trouble to eliminate the inherent roughness of a large 'four' by engineering twin balancing shafts and the 944, in contrast to the 924, was hailed a 'proper Porsche.' The design would endure through two capacity increases, turbocharging and finally the 3-litre Varioram 968, which lasted until 1995 and the end of transaxle production.

WHERE IS IT?

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FOR

low mileage, excellent cabin, no visible corrosion, comprehensive respray

AGAINST

Eight-valve 2.7 rather than livelier 16-valve 3.0 of the 944 S2, but that would potentially be a rather more expensive machine

VERDICT

well presented 944 ready for use without any significant work

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

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P0717/005



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P0717/047



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P0717/044

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P0717/021



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P0717/048

PARTS

1977 Porsche 911 parts for sale

911 parts, bonnet, boot lid, bumpers, various instruments/sundries. Tel: 07879 466740. Email: keith@seatown.co.uk.

£500

P0717/018

PARTS



Porsche 4x Cup 2 refurb alloys and tyres

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£725

P0717/045



Speedline Corse wheels for sale

Speedline Corse 3 piece wheels, fronts 8.5x18 and rears 10x18, all ET 18, until recently fitted to my 911 3.2 Supersport therefore will suit 930s and other wider-bodied Porsches, will require refurbishment therefore first £500 secures, collect south Nottingham. Tel: 01159 235088. Email: raypage836@btinternet.com.

£500

P0717/013

PARTS



Porsche 19" wheels and winter tyres

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£1800

P0717/012



Sports exhaust tips for 997 Turbo

Chrome sports exhaust tips for 997 Turbo in perfect condition. Tel: 07530 365573. Email: stephenanderson911@gmail.com (Ballymena).

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P0717/029

MISCELLANEOUS

Porsche books for sale
Excellence Was Expected, original version, first edition, £140; 911 Restoration, Haynes Porter & Morgan, £100; 911 Identification Guide, P Raby, £15; 964 Technical Guide Without Guesswork, Bentley, £25; Cars Are My Life, Ferry Porsche, £30; Porsche The Man And His Cars, Richard Von Frankenberg, £30; Ultimate 964 Buyer's Guide, Morgan, £10. 2004 996 press pack, £offers; 1998 993 press pack, £offers. Porsche Past and Present, Denis Jenkins, £10; Porsche 911 Buyers, Leffingwell 2002, £5; Porsche Carrera Dynasty by Smale, £15. Tel: 07462 563156. Email: cgpl200@gmail.com.
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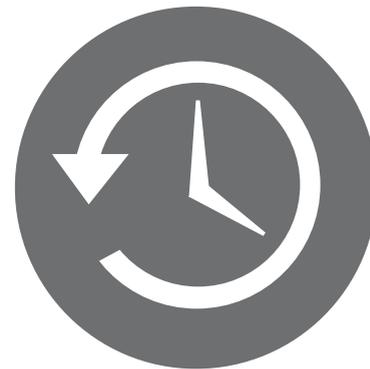
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TIME MACHINE

Editor Bennett peruses the archives of *911 & Porsche World* from days gone by. What's changed? That will be everything and nothing...



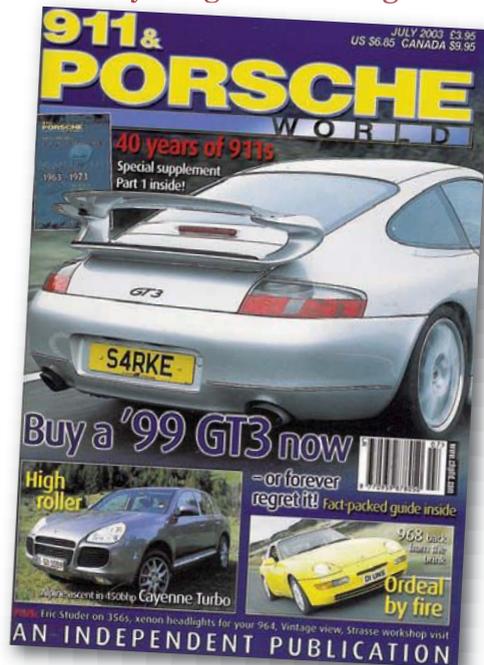
JULY 2003 (ISSUE 112)

Buy a '99 GT3 now – or forever regret it! Well, as coverlines go, there's nothing ambiguous about that one. Was it sound advice? Well, soundish. There was no doubting that the GT3 was going to be a future classic, and with just 103 RHD examples imported, rarity was assured, too. With the track day boom in full swing in the UK, we cautioned against buying a heavily tracked example, but what about values? Well, we reckoned on about £60–65,000 for a good UK specced and supplied car.

So how sound was this advice? Hmm, well no one is perfect. Values for 996 GT3s took a bit of a hit for whatever reason in the years to follow, to the extent that between £40–50,000 could get you a good GT3 a few years later. Prices have rallied now, to the point that had you bought a GT3 in 2003, then you would get your money back now, but no more. True, at the time, we weren't recommending the GT3 from an investment point of view. Had our crystal ball been working the coverline would have been more along the lines of: 'Buy every pre-'89 911 you can get your hands on, stick them away in a barn, or forever regret it!'

Talking of which, 2003 was, of course, the 40th Anniversary of the 911, which we celebrated with a series of supplements starting with the early years: 1963 to 1973. Scarily the 60th anniversary isn't that far off, but here we did 40-years proud with a series of features and drives, courtesy of *911&PW's* Usual Suspects and some that have since defected.

Elsewhere in the issue we dropped in on 356 specialist and legend, Eric Studer, or 'Studerfan' as he was oft known (a 'Studerfan' cartoon strip, inspired by



'Superman' was a feature of *Porsche Post*). Now, sadly, the late Eric Studer, he was one of the UK's Porsche pioneers, plus an enthusiastic racer of 356s for many years. To have a Studer built engine in your 356, was to have something very special indeed.

Our own Keith Seume was certainly a 'Studerfan.' In his July 2003 'Carte blanche' column he also advocated building a hot-rod Porsche as a great way to make friends. Always easily influenced!

JULY 2016 (ISSUE 268)

Nailing our colours to the mast was the gist of the July 2016 issue's coverline: 'All ours!' Sounds a bit show offy, but our humble collection of Porsches is – in our equally humble opinion – what marks the *911&PW* crew out among other Porsche titles. And while you don't have to own a Porsche to write about them, we rather feel that it helps and qualifies us to have an opinion and a connection with *911&PW* readers.

In the news pages we previewed the new Cayman 718 and its controversial new flat-four turbo engine. We'd already had a chance to get used to the new power-unit in the already launched Boxster 718, and as Adam Towler reported in his 'The usual suspects' column, the hot topic surrounding its layout was: "What does it sound like?" Our man likened its arrival to the last great Porsche seismic sound event, which was the change from air to water-cooled, which itself immediately made any air-cooled Porsche sound 'classic.' The same would be true of flat-six Boxsters and Caymans in years to come opined our man. A year on and that's already becoming the case.

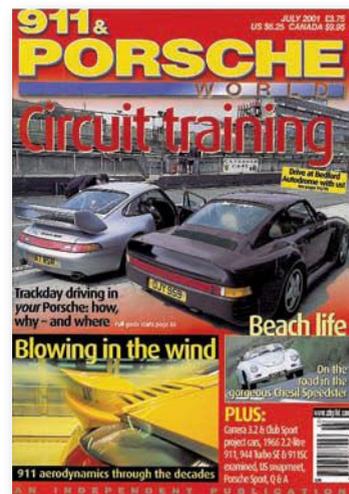


JULY 1991 (ISSUE 88)

We alluded to this just opposite, but in the late '90s and early 2000s track days were big news and so it was hardly surprising that the concept should appear on the front cover of *911&PW's* July 1991 issue. Why was this? A perfect storm of ever more suitable machinery and perceived war against speed on the roads, and the fact that driving on track is just plain fun. And, of course, the same holds true today and no surprises that in this latest issue we chose to spend our precious day with the new 991 GT3 pounding it round Castle Combe.

Elsewhere in the July 1991 issue our own Johnny Tipler was having his own 'war against speed.' Or to be more accurate, French Gendarmes were waging war against Johnny's radar detecting device. Naughty, naughty, and a £500 fine, which allowing for inflation is probably about double that in today's currency. Ouch. And he hadn't actually been done for speeding. Not to worry, he has many times since, eh Johnny?

Just as now, Tried and tested was a regular slot in the rear of the magazine and a white 116,000 944 Lux at £30000 was, we reckoned, 'better than it looks,' but not much. Fast forward 16-years and the immaculate white 944 Lux featured in this issue's T&T slot at £10,495, with 60,000-miles on the clock, is surely a bargain, and that's still top end for an 8-valve 944. We keep saying it, but in a world where Ford Escorts can easily fetch double, the 944 is still under valued.



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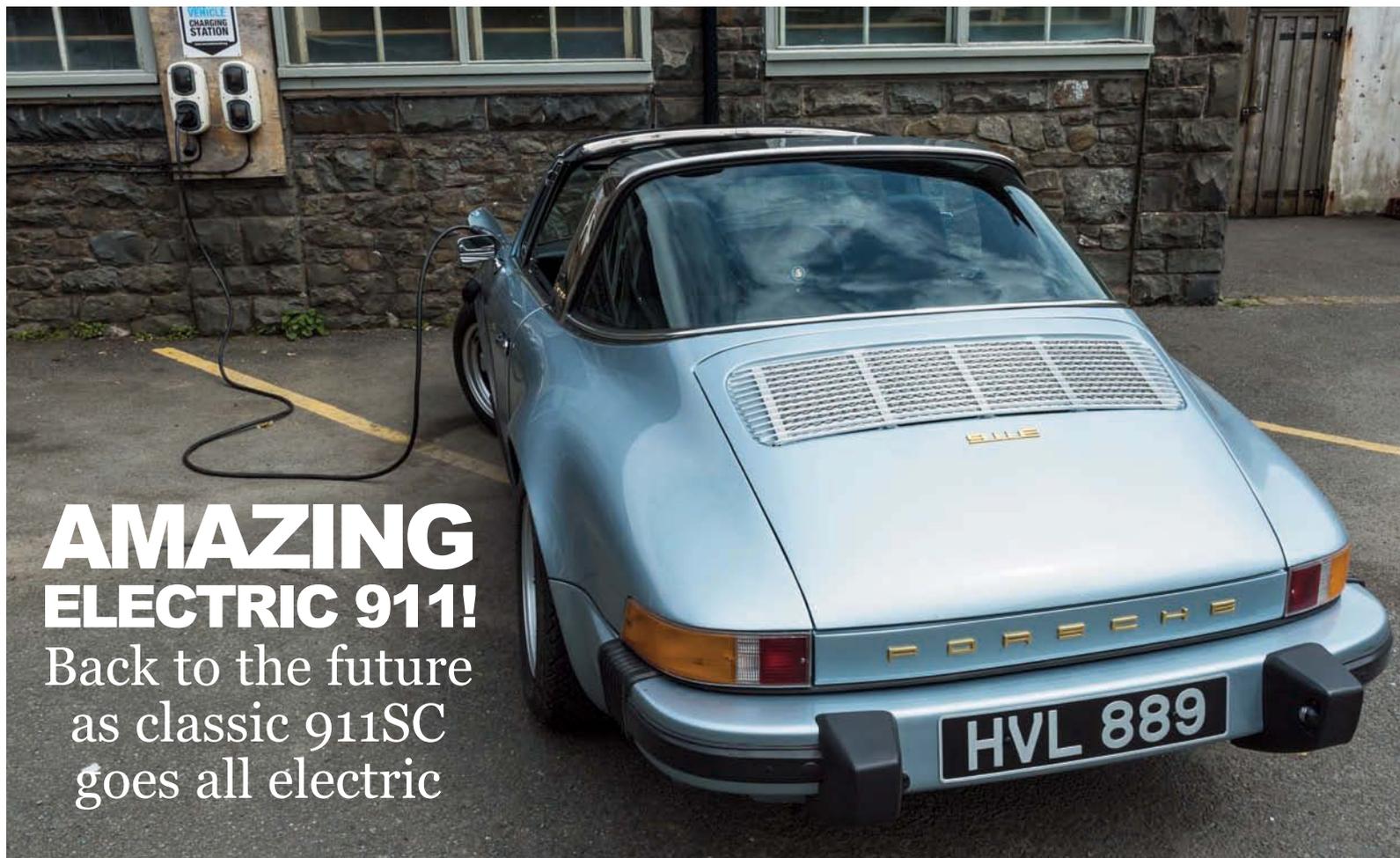
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ADVERT INDEX

Addspeed Performance	38	EBC Brakes	91	Paintshield	75	Tech9	132
ASNU	82	Ecurie 137	28	Paragon GB	67	The Wheel Restorer	108
Augment Automotive	113	Elephant Racing	77	Patrick Motorsports	90	Tipec	118
Autofarm	60	Elite Garages	25	Pelican Parts	51	TJS Sportscars	37
Auto Umbau Porsche	108	Elite Motor Tune	99	PMO	108	TWG Motorsport	112
Bilstein	103	Euro Cup GT (Porscheshop)	102	Porsche Cars GB	5	Twinspark Racing	92
Bonhams Motoring Dept	15	Evans Cooling Systems UK	111	Porsche Club of GB	125	Van Zweeden	29
Braunton Garage	28	FVD	2	Porscheshop	21	Woolies Workshop	112
Brey Krause Manufacturing	4	Gmund Cars	39	Porsche Tech	98	World Motorsports	18
Canford Classics	62	Greatworth Classics	98	Porsche Torque	99	Yorkshire Classic Porsche	108
Car Bone	98	GTOne	118	Portiacraft	112	Zims Autotechnik	102
Cargraphic/Parr	131	Guard Transmission	32	Precision Porsche	32		
Carole Nash Insurance	127	Hartech Automotive	18	Quickfit Safety Belt Service	92		
Carrera Engineering & Motorsport	118	Hendon Way Motors	93	Rennline	43		
Cavendish Porscha	50	Hillcrest Specialist Cars	113	Rennsport	61		
Charles Ivey Specialist Cars	76	Historika	49	RGA	28		
Classicline Insurance	127	Jasmine Porschalink	38	Richbrook International	92		
Classic Retrofit	113	Jaz Porsche	99	Rotiform Wheels	17		
Clewett Engineering	112	JZM	8	RPM Specialist Cars of Harrogate	82		
Club Autosport	62	K&N Filters	60	RSJ Sportscars	33	CLASSIFIEDS	
D9 Autotech	102	KLA Industries	92	Ruf Automobile GmbH	13	Autohoezen	
Dansk	55	KW Automotive	83	Selection RS	23	CMS Porsche	
Dansk (Design 911)	63	LN Engineering	50	Specialist Cars of Malton	90	DSD Motorwerks	
Dave the Trimmer	113	M&A Coachworks	71	Sportwagen Eckert	59	Eric Hall	
Demon Tweeks	38	Nine Excellence	62	Steve Bull Specialist Cars	112	Karmann Konnection	
Design 911	84, 112	Ninemeister	4	Stoddard Parts	27	Octane Garage	
Design 911 Service Centre	85	No5 Garage	102	Strasse	9, 113	Prestige & Performance Cars	
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