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911 & Porsche World is distributed worldwide by Seymour Distribution Ltd, Tel: 020 7429 4000, [info@seymour.co.uk](mailto:info@seymour.co.uk)

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**Printed in England**  
Wyndeham Roche Ltd

911 & Porsche World is entirely independent of Dr Ing h c F Porsche AG, Porsche Cars GB Ltd and its dealers, and of any club or association

© CHPublications Ltd, 2018; ISSN 0959-8782

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# UP FRONT

If any manufacturer has a right to the Nürburgring lap record, then surely that manufacturer is Porsche

There are few truly 'wow' moments these days, such is the pace of modern life, but every now and again events have the power to surprise, like Porsche's annihilation of the Nürburgring lap record. We're used to the odd second being chipped off here and there, as manufacturers fight for bragging rights for road cars, but a full assault on the overall lap record has been rare to non-existent, leaving the late Stefan Bellof's lap record, set in 1983 in a Porsche 962, seemingly untouchable and a monument to the man himself.

But records are there to be broken, and if any manufacturer was going to have a crack at the 'Ring record, then it was always going to be Porsche, particularly after claiming the Spa lap record with the

“ By taking on the classic circuits, Porsche has created a legacy for the 919 ”

sensational and de-restricted 919 Hybrid Evo racer. But to take nearly a minute off (6m 11s v 5m 19.5s), now that really is astonishing and a display of progress measured in pure speed. It's tangible, too. By taking on the classic circuits, like Spa and the Nürburgring, Porsche has created a legacy for the 919 that now puts it up there with the likes of the 917 and 962. I'm sure the 919 holds lap records elsewhere, but these hero tracks are the ones that resonate with enthusiasts.

It also makes a hero out of driver, Timo Bernhard, who, accomplished sports car driver that he is, has never acquired the status afforded to the Porsche greats of other eras, like Bellof, Bell, Ickx *et al.*

If you haven't, then check out the lap on YouTube. The view through the screen is familiar, but if you didn't know better, you would automatically assume it had been speeded up. 'Wow' indeed!

**STEVE BENNETT**  
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PORSCHE

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ALL THE PORSCHE NEWS AND VIEWS

# NEWS

New Singer DLS concept debuts at Goodwood \* Paul Stephens launches Classic Le Mans Clubsport, with Peter Auto \* RPM introduce new 996 CSR EVO \* Porsche smashes Nürburgring lap record with 919



## SINGER'S 500HP 'DLS' DEBUTS AT GOODWOOD

Singer's quest for the most advanced air-cooled 911 ever continues

**T**his is it. The 911 restomod to end all restomods, all 4.0-litres and 500hp of it. We give you Singer's DLS, now in physical form having made the leap from computer render and nice-idea-on-paper to stunning debut at the Goodwood Festival of Speed.

DLS stands for Dynamics and Lightweighting Study in Singer parlance and it means turning everything up to 11 in the quest for creating the most extreme, the most capable and the most polished

expression of a restored and modified Porsche 911 ever. The headline figures are staggering for a 911 with an air-cooled flat six and directly mirror those of Porsche's latest and greatest water-cooled 911 GT3 engine, including the ability to rev to fully 9000rpm.

Indeed, the Singer motor appears to go even further. The new 4.0-litre GT3 will rev to 9000rpm, but produces peak power at just 8250rpm. Singer claims its new engine is cranking out peak power at 9000rpm and thus will likely rev even higher. Either way, the engine is the result of a

collaboration between Singer, the Williams F1 team's Advanced Engineering offshoot and one Hans Mezger.

Yes, the man responsible for creating the 911's iconic flat six has contributed to the DLS's engine design. Highlights of the engine spec include four titanium valves per cylinder, dual overhead cams, extensive use of magnesium and lightweight materials to reduce mass, lightweight throttle bodies with F1-inspired upper and lower injectors to enhance performance and drivability and a unique and optimised oiling system to

Singer takes the 'resto/retro' Porsche scene to new heights with Dynamic Lightweight Study, a collaboration between Singer, Williams and Hans Mezger. Quite a cast



improve lubrication and cooling.

Of course, the 500hp engine is just the beginning. The detailing and delights abound. An advanced aero package created by Williams combines computational fluid dynamics with old-school knowhow from Norbert Singer, he of 956 and 962 fame. The package is said to entirely remove front axle lift courtesy of items like a modern take on the classic ducktail spoiler and dual-layer rear window with functional aero. It also includes what may turn out to be the DLS's signature feature, those engine intakes integrated into the rear side windows.

Elsewhere, there's multi-link double wishbones front suspension, aluminium rear trailing arms, bespoke mass-optimised dampers and a body shell optimised for stiffness and low mass.

As with previous Singers, the panels are all carbon-fibre but all are unique to the DLS. Next up is the bespoke, six-speed manual gearbox with magnesium casings and hollow shafts for maximum reduction of rotating mass. Singer has even reduced the box's length to reposition the engine forward for improved weight distribution.

Then there are the 18-inch centre-lock wheels, created in partnership by BBS and Williams, unique Michelin Pilot Sport Cup 2 tyres, ceramic brake discs, switchable traction and stability control by Bosch, and, well, an awful lot more. Indeed, even the cabin's engineering is extreme. The instruments are located on a floating carbon-fibre panel, the raised manual gearshift with exposed titanium and magnesium linkage links with shift lights

integrated into the tachometer and the door cards alone are incredibly intricate.

In short, Singer has dramatically upped the ante when it comes to restored and modified 911s. Of late, several rival outfits around the world have created 911s very similar in look and character to Singer's original restomods. But it's hard to imagine anyone directly challenging this new DLS for technology and attention to detail. Exactly how much the DLS will cost or when you might be able to get your hands on one are unknown, the DLS remains a 'study' for now. Whatever the price, the DLS is a staggering reinterpretation of what it means to be an air-cooled 911. It's certainly sobering to remember that somewhere underneath all that carbon-fibre finery and 500hp technical mastery is a humble 964 Carrera.



## PAUL STEPHENS CLASSIC LE MANS CREATION

New Clubsport-based 911 will be delivered in time for a debut at Le Mans Classic in 2020

If Singer's latest 500hp monster is a bit too wide of body, carbon-fibre of flank and steep of price tag, perhaps sir might like Paul Stephens' latest and greatest restomod? The limited edition Le Mans Classic Clubsport has been revealed and offers a very different take on the high-end air-cooled 911 proposition. A heritage vibe and ultra-lightweight construction are among the new car's highlights.

Paul Stephens starts with an original 911 body tub, which is fully restored ahead of conversion to Clubsport specification. Comprehensively rebuilt to as-new condition, the Le Mans Classic Clubsport features the Paul Stephens less-is-more ethos and includes a lightweight de-seamed roof panel with sunroof delete, lightweight composite bumpers and engine cover, an aluminium bonnet, optimised soundproofing and aerodynamically-designed lightweight external mirrors.

Engine-wise, we're talking 300hp and 3.4 litres of air-cooled flat six. Details include a new cross-shaftless ITB injection system with GT3 RS plenum, a programmable ECU mapped in-house, RS specification camshafts, a lightened and balanced

crankshaft, lightweight conrods and a lightweight flywheel mated with a Getrag G50 gearbox and limited slip differential. If 300 horsepower sounds a little pedestrian, even in its heaviest 'Touring' format, the Le Mans Classic Clubsport tips the scale at just 1075kg. The optional Lightweight specification reduces that to 970kg and delivers zero to 60mph capability of just 4.4 seconds along with a top speed of 175mph.

Achieving that sub-1000kg total involves Lexan rear windows, manual front windows, central locking delete and the use of non-tilting lightweight seat frames. Even the glove box door has been removed and the car is fitted with just a single sun visor. Speaking of the cabin, Paul Stephens says hundreds of hours have been lavished on the interior. Full leather ST-style touring seats are trimmed in black leather with unique Le Mans Classic houndstooth inserts in green, black and white, a detail carried over to the fully trimmed and hand stitched leather interior panels, houndstooth door pockets with green boucle floor mats and aluminium footplates.

Conceived in collaboration with event

organiser Peter Auto, the car was shown at the recent Le Mans Classic in July, ahead of delivery at the Le Mans Classic in 2020. Even the hand over process is designed to be a bit special, with each owner invited to parade their car and partake in the famous Le Mans start ritual in front of the Le Mans Classic crowds in 2020.

"To have teamed up with Peter Auto in naming this unique Le Mans Classic Clubsport is an honour," says, founder and managing director Paul Stephens. "The passion of the event, from the organisers through to the enthusiasts attending, reflects our own devotion to the finest classic cars, and to be able to dedicate a bespoke version of our Clubsport model feels like an ideal match."

Whether optioned in more accommodating Touring specification or the rawer Lightweight guise, just 10 of these hand-finished and numbered examples will be released in honour of the 10 Classic Le Mans events thus far. Pricing is pegged at approximately £250,000 depending on detailed specification. For more information or to register your interest, head for [paul-stephens.com](http://paul-stephens.com).

Just 10 Paul Stephens Le Mans Classic Clubsport 911s will be built in collaboration with Classic Le Mans event organiser, Peter Auto

## OUR TAKE

### THE RESTOMOD REVOLUTION

When Singer first revealed its Type-964 based 911 restomod creation, it blew the Porsche community away with everything from its attention to detail to its voluptuous styling and technical prowess. With early pricing mooted to start around the £300,000 mark, it arguably set new standards for costliness.

But that was over five years ago and the market for restored 911s has moved on at an incredible pace. Numerous competing companies offer alternatives to Singer's specials, including Paul Stephens' latest £250,000 stunner. So, the idea of paying many hundreds of thousands of pounds for an air-cooled 911 now seems almost (but only almost) normal, in part thanks to the incredible prices being achieved by the rarest and most special 911s from Porsche's own back catalogue.

It's into that context that the new staggering Singer DLS arrives with its 9000rpm motor developed in collaboration with none other than an offshoot of the Williams F1 team and the man who created the 911's iconic flat six in the first place, Hans Mezger. The technical details of the DLS project are astounding. In fact, they rival Porsche's latest 911 GT3, a car not only based on an infinitely more modern core architecture, but also designed and engineered by one of, if not the most, profitable major car manufacturers in the world. The Singer is nothing short of stunning, on that most would surely agree.

But to play devil's advocate for just a moment, is it possible to go too far with this restomod revolution? For starters, while the price of commissioning a Singer DLS hasn't been revealed, it must surely be massive. Nobody would be surprised if the figure fell somewhere north of £1 million. Think about that. A restored 911 for over a million pounds.

Then there's the character of the car. That's yet to be determined and the huge price and likely tiny production numbers will ensure few will ever know first hand. However, if there is a problem with Porsche's latest and greatest GT cars, it's the pursuit of capability at the expense of experience. When you go chasing 9000rpm and 500hp for their own sake, the danger is that you lose focus on the actual driving experience.

Can any car that produces those kinds of figures retain the delicate feedback, tactility and involvement of an air-cooled 911? Or will something be lost with the addition of huge wheels, massive brakes and staggering outright capability and performance? In short, if you go after modern 911 performance, can you lose touch with the reason why you started with an old air-cooled car in the first place?



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## RPM'S NEW TRACK-FOCUSED CSR SPECIAL

350hp 996 Carrera-based CSR EVO is RPM's most track-focused Porsche ever

The restomods are coming thick and fast this month. Next up is a more modern take on the modified 911 theme courtesy of RPM Technik's latest CSR model. Enter the new 996 CSR EVO, said to be RPM's most track-focused Porsche to date.

Based on a 3.6-litre second-generation 996 Carrera 2, RPM says the EVO has undergone extensive re-engineering to produce a highly dynamic package targeted at customers who require out-and-out performance without compromising day-to-day usability. Achieving that balance involves an extensive list of components and modifications.

First up, the revised suspension system is based on a bespoke version of KW's Clubsport coilovers with custom valving and spring rates. To that are added CSR-specific corner weighting and geometry, adjustable lower arms and roll bars, and finally poly bushes. As for the engine, it gets the CSR preservation pack plus a Stage 1 power kit. Key components include hotter cams, flowed and ported heads, an induction upgrade and a centre-exit exhaust system. All told, power is lifted from the 320hp of the standard 3.6 to 350hp.

The preservation pack, meanwhile, entails a third radiator conversion, IMS bearing upgrade and a deep sump. Together, those changes address the most important weaknesses of the M96 engine in 3.6-litre format. Next up is the drivetrain. That benefits from an RPM-developed lightweight flywheel and clutch, the first application of CSR's in-house mechanical limited-slip differential and a short shift mechanism with a modified throw and weight. Braking power comes courtesy of signature CSR orange four-piston calipers, CSR floating discs and high performance pads and brake fluid.

Visually, the EVO has its own character, too. The interior includes a subtle mix of CSR signatures and safety features, including a deep-

dish steering wheel, CSR tachometer, and CSR EVO gear lever. For driver comfort, a half roll cage is fitted, plus a driver harness, custom CSR harness bar and deep race bucket seats.

On the outside, the launch model is presented in custom Merlin Purple and sports a full aero kit. The new CSR EVO front bumper with aero vent and angled third radiator is said to increase downforce in combination with the CSR carbon ducktail and side skirts. Finishing touches include a lightweight carbon CSR bonnet, custom rear bumper with vented exhaust trim and colour-coded lightweight 18" OZ wheels on Michelin Cup 2 tyres. All in, the CSR EVO is said to be 45kg lighter than a standard 996.2 Carrera. RPM says the aim of its extensive development and testing has been to achieve "perfect track and road balance with the EVO." As with all current generation CSRs, the EVO received its final shakedown and sign off by 1992 BTCC and 2008 Porsche Carrera Cup Champion Tim Harvey at Castle Combe.

According to Darren Anderson, RPM's Commercial Director, "For the EVO we have concentrated on building our most circuit capable 996 CSR to date without reducing any of the character and day-to-day driver ethos of the CSR. The engine, drivetrain and suspension have been significantly re-worked and custom front and rear bumpers have been developed to complete the package. The feel and driver feedback from the EVO is all about performance. The bespoke CSR centre-exit exhaust not only stands testament to the unique engineering in this vehicle but sounds glorious and unlike any normal Carrera."

For the record, the first 996 CSR EVO is chassis number 22 of 28 cars either built or currently in build by the dedicated CSR division of RPM Technik. For more information, head for [rpmtechnik.co.uk](http://rpmtechnik.co.uk).

A more modern take on the modded 911 theme. RPM's CSR EVO mixes track prowess with road ability and includes engine mods with longevity in mind. Look out for a full test in the October issue

## PORSCHE HEADLINES GOODWOOD FESTIVAL OF SPEED

70 years of Porsches celebrated at huge West Sussex event

Porsche was once again honoured with the Central Feature sculpture at the 2018 instalment of the Goodwood Festival of Speed. Produced by British artist and designer Gerry Judah, the feature stood taller than Nelson's Column and commemorated some of the most important Porsches ever made, including the 911, 959 Group B rally car, and the car that started it all – the original 356.

The sculpture was just one part of Porsche's broader activities at the Festival, all of which added to Porsche's 70-year celebrations and included a procession of Porsche racing icons on the first day of the event. Goodwood 2018 saw a huge number of Porsches both on display and attacking the event's famous timed hill climb. Porsches old and new for both road and race made appearances.

Newest of all was a cameo role by the hot new 911 Speedster Concept, expected to go on sale in production form next year. Porsche's 700hp 911 GT2 RS was likewise in attendance, as was the latest GT3 RS, which wowed the crowds with a burnout display. The 919 Hybrid Evo, hot off its record-breaking heroics at Spa and the Nürburgring Nordschleife, was also at Goodwood. However, Porsche and the 919 didn't have a proper tilt at claiming overall Goodwood honours, possibly because internal negotiations at VW Group, which owns Porsche, meant VW's incredible Pikes Peak-winning ID.R racer was allowed to take on and indeed eventually win the race to complete the hill climb in the shortest possible time.

As for the classics, ultra rare examples from Porsche's back catalogue, both road and race, were on show. Highlights included a 911 Carrera RSR Turbo 2.1. This

Martini-liveried 911 competed in the 1974 24 Hours of Le Mans as a prototype and helped set the template for future 911 Turbo models courtesy of forced induction, wide arches and a giant ducktail wing. Another ultra-rare racer at Goodwood was the Rothmans Porsche 961. Based on the 959 sports car, the 961 was built for Group B rally. However, the 961 was not long for this world. Just one example was built and three races run. Porsche's plans to produce a customer version were cancelled when the infamous and short lived Group B rally class as a whole was scrapped in 1986.





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Nothing lasts forever, not even the Nürburgring's seemingly unbeatable lap record, set by Stefan Bellof 35-years ago in a Porsche 956. Fittingly Porsche smashed it with a de-restricted version of the 919 Hybrid racer, driven by Timo Bernhard, taking nearly a minute off Bellof's time

## PORSCHE SMASHES 'RING RECORD

919 Hybrid Evo slashes nearly a minute from 35-year-old record

We knew it was coming. Now it's been confirmed. Porsche has obliterated its own 35-year-old lap record at the infamous 13-mile Nürburgring Nordschleife circuit in Germany. The existing lap record of six minutes and 11 seconds was set in qualifying for the Nürburgring 1000km race in 1983 by Stefan Bellof in a Rothmans Porsche 956 Group C car. Porsche has slashed that to just five minutes and 19.55 seconds.

The weapon of choice to achieve this deed? The Porsche 919 Hybrid Evo, piloted by Timo Bernhard. The 919 Hybrid Evo is essentially a de-restricted version of Porsche's Le Mans-conquering 919 Hybrid LMP1 racer. Unshackled by the requirement to adhere to FIA regulations, the 919 Hybrid Evo has been tearing up track records at multiple locations. That includes edging out one Lewis Hamilton and his F1 pole-winning record set at the iconic Spa-Francorchamps track in Belgium.

More specifically, the 919's hybrid powertrain now develops a system output of 1160 hp. What's more, this special Evo version weighs in at just 849kg and its modified aerodynamics with added active capabilities generate over 50 per cent more downforce than the FIA-compliant race car. The top speed achieved during the 'Ring run was 229.5mph. The record-breaking feat is part of the 919's year-long victory tour following its retirement from competition at the end of the 2017 season and coincides with Porsche's broader 70-year anniversary celebrations.

Driver Timo Bernhard, a five-time overall winner of the Nürburgring 24-hours, two-time outright winner of the Le Mans 24-

hours and reigning World Endurance Champion in the Porsche 919 Hybrid, paid tribute to Bellof, who died in an accident at Spa-Francorchamps in 1985. "For me, Stefan Bellof is and remains a giant", said Bernhard, "today my respect for his achievement with the technology available back then increased even more."

Bernhard also marvelled at the modified 919's sheer capability. "Thanks to the aerodynamic downforce, at sections I never imagined you can stay on full throttle. I'm pretty familiar with the Nordschleife. But today I got to learn it in a new way", said the 37-year-old from Bruchmühlbach-Miesau in the German region of Saarpfalz.

Meanwhile, Porsche's LMP Team Principal Andreas Seidl said, "as a race team we constantly search for challenges that push a car, driver and team to operate on the limit. Conquering the 'Green Hell' definitely provided such a challenge. Since last winter we were preparing for that task together with our tyre partner Michelin – painstakingly and with a great deal of respect for this track. Today we have shown the full potential of the 919 Evo."

Of course, pedants will point out that the current 'Ring isn't entirely identical to the one upon which Bellof and the 956 achieved immortality. Likewise, it's no surprise to discover that 35 years of racing and technological progress has enabled a huge step forward. However, such rationalisations melt away when you observe the stunning pace at which Bernhard and the 919 hoovered up the tortuous Nürburgring Tarmac. It's like something out of a video game. See for yourself on Porsche's official YouTube channel at [youtube.com/user/Porsche](https://www.youtube.com/user/Porsche).

## BS MOTORSPORT'S AUGUST OPEN DAY

Come and join us for a day of all things Porsche at BS Motorsport

Just a quick reminder that the BS Motorsport open day is approaching rapidly – on Saturday, 18th August, to be precise. Head for the sylvan surroundings of Westcott Venture Park, near Waddesdon in Buckinghamshire, for a guided tour of the extensive premises and the many exciting things that go on inside, including engine dyno-testing, MFI fuel-pump overhaul and calibration, and not least the company's forensic-level VIN-checking system. Also on view – and

available to buy, either on the day or later – will be a huge hoard of used air-cooled 911 parts brought in from France last year. A number of other well-known parts suppliers are expected to be there, too, for an outdoor autojumble, and there will of course be plenty of modestly priced, good-quality refreshments. Admission to the event – postcode HP18 0XB, and open from 10am to 4pm – is free. More details at [bsmotorsport.co.uk](http://bsmotorsport.co.uk), or call 01296 658422.

## SELECTION RS'S BIRTHDAY BASH

All things Porsche plus fine food and friendliness on offer at French showroom

Our chums and purveyors of a wide range of fine Porsche-related products at Selection RS are holding a bash to celebrate the one-year anniversary of their swanky new showroom. The event takes place on 16th September. The location? 19 Rue du Petit Montmarin, 70000, Vesoul, France.

Selection RS says the event will involve a big brunch with fine local foods, live music, games and bonhomie, to boot. The showroom is reckoned to be the largest in Europe that's 100 per cent dedicated to Porsche lifestyle and related products. Attendance is free and you can make enquiries via [contact@selectionrs.fr](mailto:contact@selectionrs.fr) or find out more at [selectionrs.com](http://selectionrs.com).



Selection RS is holding a bit of a party to celebrate one-year since opening its swish showroom. Drop in if you happen to be in France!



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PRODUCT BRIEFING

# ESSENTIALS

The tempting trinkets that enhance Porsche ownership

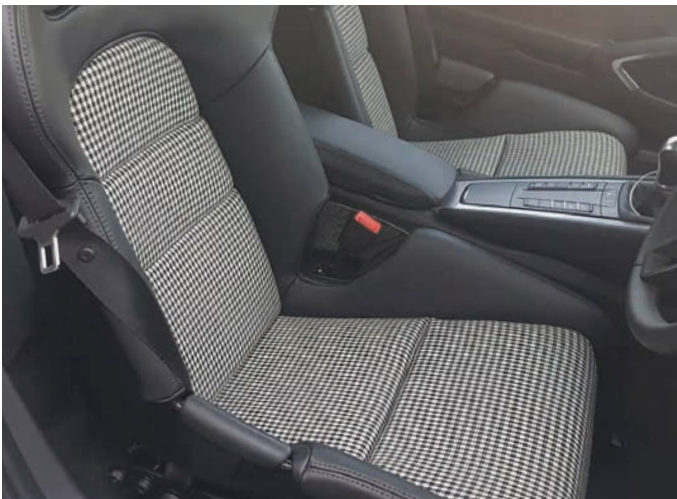
## WHEELY BIG

If bigger is better, watch out for TechArt's latest rolling stock for Porsche's Panamera and Cayenne models. The new TechArt Formula V follows on from its Formula IV progenitor and ups the ante to fully 22 inches. Available in two colour combos – grey and turned gloss or black and turned gloss – TechArt reckons the design of the wheels makes them look even bigger than their immense actual size. Perfect, says TechArt, for the Porsche's biggest bodied cars. What's more, if you don't fancy the standard colour options, you can commission any custom colour or finish you fancy. For now, the wheels are available as stand alone items. But later this year they'll form part of a new upgrade package for the latest Cayenne. Contact TechArt via [techart.de](http://techart.de) for pricing and further information.



## HOUNDSTOOTH

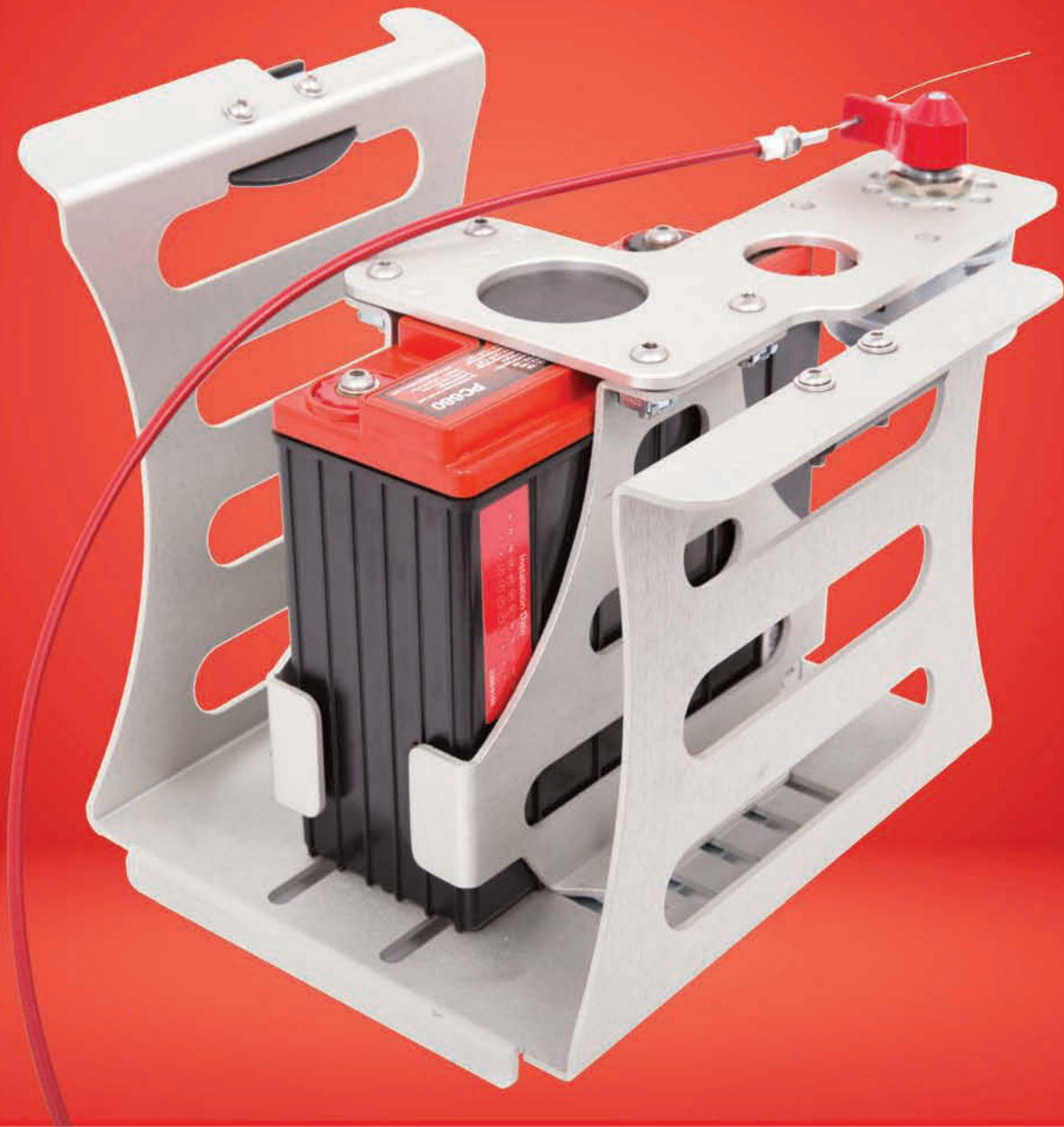
Hell's teeth, don't these houndstooth inserts look the part? The work of Classic FX in Surrey, all-round Porsche restoration gurus with a particular specialism in trim and fabric refreshes, the inserts are designed for lightweight buckets fitted to late generation Porsche GT cars, including the GT4 and 991 GT3. Classic FX says fitting is a straightforward affair courtesy of the standard Velcro attachments, and the work of around 15 minutes. Not only are multiple colour combinations possible, including red/black/white, blue/black/white and tan/black/white. Classic FX can also tailor for other fabrics from Porsche's back catalogue, including Pasha. The inserts are easily swapped out for new patterns or to refit the factory items. Pricing starts at £557 plus shipping from [classiccarrestorationsurrey.co.uk](http://classiccarrestorationsurrey.co.uk).



## PLUG-AND-PLAY PERFORMANCE

We've seen AT Power's throttle bodies for air-cooled 911s before. But this new kit is more specific, more special. Designed for the Type-964 iteration of the evergreen air-cooled 911 series, the kit is a complete plug-and-play package. Working with Porsche specialists Williams Crawford and ECU supplier Specialist Components, AT Power has come up with the total solution. That includes billet aluminium, direct-to-head throttle bodies, knife-edged butterflies with the blade very close to the inlet valve for ultra-fast response, Delta 400 ECU and loom, a base ECU map, CAN tuning dongle and much, much more. The net result? In the region of 290hp from the 964's 3.6-litre lump. Pricing varies according to specific configuration, but you can head to [atpower.com](http://atpower.com) to find out more.





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## DEVIL'S IN THE DECALS

The process of restoring classic Porsches has become ever more refined. Increasingly, the devil is in the detail. So a finishing touch like a set of shiny new but absolutely accurate engine-bay decals can make all the difference. Enter our chums from Car Bone in Poland. Among other things, they specialise in ultra-rare decal reproduction for most of Porsche's back catalogue. That starts with the 356 and extends right through to the Type-993 911. It even includes low-volume specials like the 959 and the RUF BTR 3.3. Printed on sturdy foil, the decals are dead ringers for the originals and the 959 kit even includes decals for the Behr Muster radiator buried deep in the rear wing. Pricing for the full set of 14 decals is \$350 plus shipping and any taxes and duties at your destination from [car-bone.pl](http://car-bone.pl).



## MIXED GRILLES

Next up from the detail meisters at Car Bone is a rear engine lid grille bespoke customisation service for air-cooled 911s. Long story short, Car Bone can make pretty much any grille design you fancy, whether that's a repro of a period part from Porsche's back catalogue or something totally custom. Car Bone says the technology they use allows for a wide range of different designs, from ultra-light and drilled out clear plastic grilles through to incredibly intricate designs and art deco whackiness. Car Bone says it will work with customers to achieve their heart's desire. What's more, the materials used are also safe and heat resistant. Guide pricing depending on the specific design and requirements is \$279 plus shipping and taxes. Get yours from [car-bone.pl](http://car-bone.pl).



## LIGHTEN UP

Among the Porsche-related esoterica that is Car Bone's catalogue are Bosch fog light lenses for 1980s impact bumper models including the 3.2 Carrera and 930 Turbo, yours for \$120 to \$150 for the pair, plus shipping and local taxes. They're available in both period Euro-style yellow or clear. Or you can snag just the fog light frames for \$40. Car Bone also does Bosch lenses for 356s, again in both yellow and clear, for \$90 for the pair. Similar yellow or clear asymmetric H1 and H4 Bosch lenses for 911s from 1965 through to 1994 are available for £99 for the pair, while 993 owners can grab yellow or clear Hella fog light lenses for \$90. 964 fog lenses (shown here) are \$99 for the pair. All of these and an awful lot more are available now from [car-bone.pl](http://car-bone.pl).





## THE GOLD STANDARD.

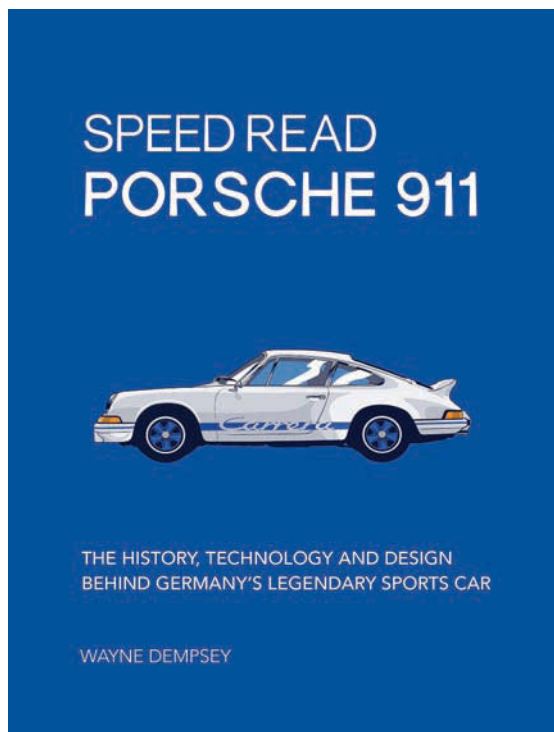
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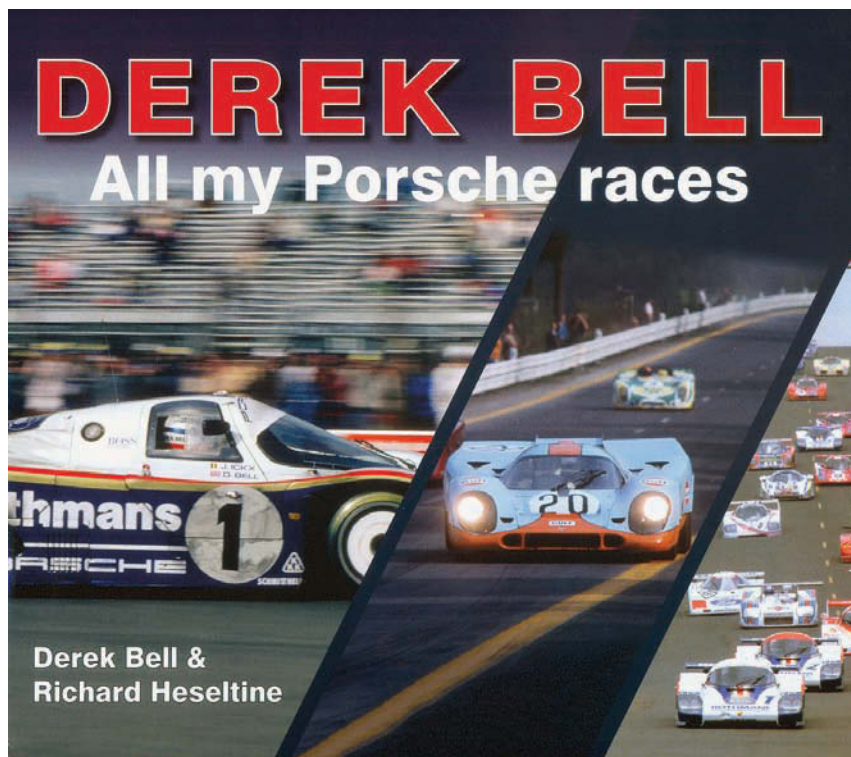
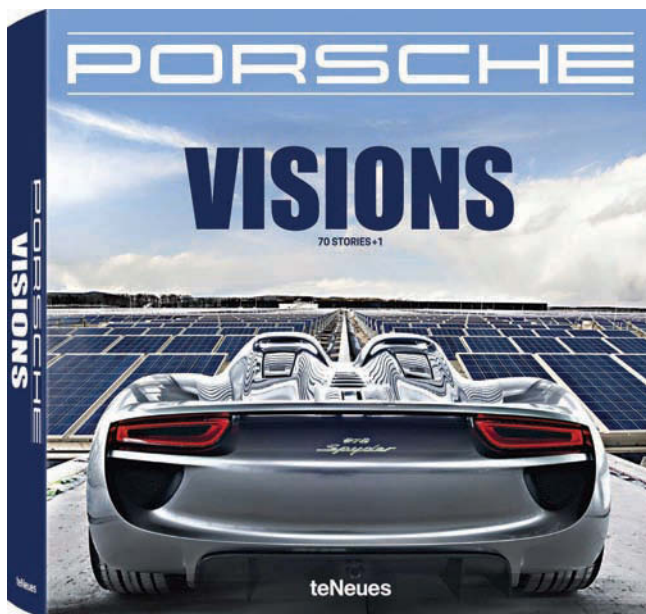
### SUMMER SPEED READ

Wayne Dempsey, co-founder of Pelican Parts in the US and author of several hands-on self-help guides, including 101 Projects for Your Porsche Boxster and 101 Projects for Your Porsche 911, is the latest expert to contribute to Motorbooks' Speed Read series. Written and formatted to provide expert information and insight in an engaging and accessible manner, Dempsey's contribution to the series is 'Porsche 911: The history, technology and design behind German's legendary sports car' (ISBN-10: 0760363226). Over 160 pages, the book examines the creation and design of Porsche's rear-engined wonder, providing an inside look into every aspect of the 911. Due out on September 20th, you can pre-order now via [amazon.com](https://www.amazon.com) for £12.99.



### 70 YEARS IN PICTURES

If a picture is worth a thousand words, 'Porsche Visions: 70 Stories+1' by Frank M. Orel is good for around half a million. This 492-page tome is a tribute in images to Porsche's products over the last 70 years. The book includes stunning images by Orel, the renowned Stuttgart photographer who showcases Porsche's masterpieces in unexpected compositions and breathtaking perspectives, colours and contexts. The images are accompanied by highlights from the historical archive of the Porsche Museum in Stuttgart-Zuffenhausen and texts by Wilfried Müller, who recently attracted attention with his prize-winning biography of Porsche racing director, Peter Falk. Available from 30th October and published by teNeues Media (ISBN-10: 3961710864) pre-orders are available on [amazon.com](https://www.amazon.com) for £39.



### DEREK'S RACING DEEDS

Legendary driver meets iconic racing marque. That's the setup for this new 276-page book, 'Derek Bell: All my Porsche races'. Bell's collaboration with motorsport author Richard Heseltine delivers a personal insight into his experiences racing for our favourite sports car marque. Every race is covered in detail with revealing comments from Bell, including his four Le Mans 24 Hours, three Daytona 24 Hours and two World Sportscar Championship triumphs with Porsche. Bell also describes the Porsches he raced, from the fearsome 917 to the iconic 956, 962 and 911, and shares his thoughts on his contemporaries, including six-time Le Mans winner Jacky Ickx and the famously flamboyant Hans Stuck. Published by Porter Press International (ISBN-10: 1907085653), it's yours for £35.



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Spa is also steeped in history and has its own reputation for big accidents throughout the years - Eau Rouge, the "best corner in the world" still lays in wait for the next driver brave enough to take it head-on.



Partly due to these intimidating factors, too many people miss out on trying these two spectacular jewels of the motorsport world.

This is where the team at **RSRNürburg** and **RSRSpa** come in. With offices located directly beside each of the circuits, this team of motoring enthusiasts have a wealth of knowledge to share, helping anyone gain the confidence required to take on the track for themselves.



If you feel ready to take on the challenge for yourself, then bring your own car and join in on a RSR Premium Trackday at either of these legendary circuits, or up-skill your track driving ability at one of their expert Driving Academy Programmes.

Should you not wish to "risk" your own car on the circuit, then choose from their extensive fleet of sports and track cars, with options for

everyone (including the best track options from the current Porsche stable).



Alternatively, see how the experts do it and ride as a passenger on a high-adrenaline Taxi lap of either circuit - but only if you can handle the pace!

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# THE USUAL SUSPECTS



**DAN TRENT**  
911&PW's man on the ground

Should Porsche have beaten its own 'Ring record, the rights and wrongs of dealer allocations and a blast in a 964 RS to clear the air – Dan Trent gets his moment on the *Usual Suspects* soapbox

## THE TRUTH ABOUT BUYING GT3S

A 35-minute video of a man railing against the injustices of Porsche's allocation process for GT models is, I'll admit, pretty specialist viewing. But the clickbait of the title – 'The truth about buying Porsche GT cars that everyone knows but is afraid to say' – was too tempting to ignore and I found myself staying the course of the video posted on the YouTube channel JayEmm On Cars. And in admiration of presenter James Martin's (not that one) pull-no-punches approach. Nobody is spared – not Porsche dealers, not speculators and not the naive enthusiasts burned by a market they don't fully understand.

While sulking about not being on the list for a six-figure Porsche with a big wing on the back isn't likely to elicit much sympathy in the wider world, I'll consider this a safe space to agree with much of what he says. In my previous life on PistonHeads.com it used to frustrate me that anytime we tried to review a new GT3 or RS the only thing anyone wanted to talk about in the comments thread was how unfair the buying process was. And not the car. But then I was speaking from the privileged position of ragging it round a track on Porsche's tyre budget with no worries about mileage, wear and tear or residual values.

I'm willing to give Porsche some benefit of the doubt and accept there's a lot of hot hair from keyboard warriors railing against the

supposed stitch-up between dealers and the hated flippers. But there is real momentum behind this disquiet and, justified or not, Porsche has a serious problem of perception it needs to address. I've been in motor show round tables where Andreas Preuninger and his boss Dr Frank Walliser have insisted they build cars for enthusiasts, not speculators. And seen commercial colleagues like former Porsche GB boss Alexander Pollich literally hold their hands up and say 'it's up to the dealers who they sell their cars to'. The suggestion from the floor that Walliser and Preuninger need to make a deliberately rubbish car to take the heat out of the market raises a laugh on all sides. But the truth is they are to some extent hostage to their own success in both hyping the GT product and making it more accessible to own and drive.

Because when hardcore Porsches really were built for enthusiasts and difficult to drive nobody wanted them – think back to the 964 RS for instance. Rather underlining the difference between what enthusiasts say they want and what paying customers really want. Suffice to say, if you've an interest in such matters the vid is a dose of cold, hard reality and worth a watch.

The video:  
[youtube.com/watch?v=RJ739X8SSck&t=2s](https://www.youtube.com/watch?v=RJ739X8SSck&t=2s)



If it's got a massive wing and a GT badge, then you're unlikely to be able to buy one. That's the reality of Porsche's GT output, as laid bare in an interesting and watchable YouTube rant

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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CHRIS HORTON

## WHAT REALLY MATTERS

I'll conclude with an attempt to steer the conversation back to what matters. Namely what really makes cars like the 964 RS special. And it's nothing to do with investment potential.

The shoot for our recent cover story on 30 years of the 964 took me to Specialist Cars of Malton and, once the shoot was over, we had the hard task of shuttling the cars off Blakey Ridge and back to the showroom. Selflessly I jumped into the RS and 'accidentally' took a wrong turn to enjoy a few more miles of empty moorland road.

It's a memory I'll treasure for a long, long time. For a good 20 miles it was just me, the RS and the road ahead with absolutely no distractions. The process of driving that car and driving it demanded my absolute and full attention. Every

control input required forward planning and a proactive, decisive approach. To which the car responded with truly inspirational precision and sharpness. I could have driven the same road at twice the speed in a 991 GT3 and hardly raised a sweat, with all the risks to life and liberty that entails.

But the size, performance and sensation of driving that 964 was just so much more rewarding and relevant to what you can

enjoy at road speeds. And for the drivers, dreamers and enthusiasts that's what makes it so sad that the Porsches made for appreciating at the wheel are now so frequently traded by those with so little interest in doing that. I'll have to accept that the only speculation I'll ever likely be involved in is the 'if I had the money kind'. But if I did I hope I'd be out there using the car as it was meant to be used.



They don't make 'em like they used to. Old school 911s of the 964 RS variety demand interaction and driving commitment to get the best from them

## THE BELLOF ULTIMATUM

I spent much of my last *Usual Suspects* slot wittering on about the Nürburgring and I'm about to do it again. No apologies, I'm a bit of an obsessive.

To cut to the chase, though. Should Porsche have deliberately set out to beat Stefan Bellof's incredible 6min 11.13sec lap of the Nordschleife, set during qualifying for the 1983 Nürburgring 1000km? The time had, after all, stood for 35 years and was described as "an eternal record" back in 2013 when a previously untitled section of track (where Bellof had a huge accident in the race) was honoured by his name. The magnitude of the achievement, given tragic poignance by Bellof's death a couple of years later, has stood as a testament to his talent and bravery and is held as decisive proof that, whatever technological progress has been made in the last 30 years, a Group C Porsche driven by a very brave man was STILL the benchmark.

Or rather it was until a few weeks ago when Timo Bernhard took the 919 Hybrid Evo and sliced nearly a minute out of the time to record a scarcely believable 5min 19.55sec. Having watched the lap on YouTube and spent a few minutes shaking my head I then started digesting some of the chatter on Twitter. Where I posed the question had Porsche disrespected Bellof's memory by breaking this supposedly unassailable record?

The romantic response is that, yes, to an extent it had. It's only recently the seven-minute barrier has been regularly broken by anything other than track specials. Even a GT2 RS with 700hp, trick tyres and a Porsche factory driver couldn't get within 45 seconds of

Bellof's time, this on a track that's arguably faster and smoother than it was back in 1983. Astonishing for a road car but when even a specially prepared McLaren P1 with nearly 1000hp can't even get within 30 seconds of Bellof's time his record looked safe.

Perhaps the guys at Porsche felt somebody was going to break it one day. And if so it should be them. Porsche clearly feels a sense of ownership for the Nordschleife (buy me a beer and I'll tell you a funny story on that topic...) and it therefore had the responsibility to raise the bar.

Which is why I think Bellof's legacy remains intact. I am a little sad a 35-year-old Rothmans 956 is no longer the fastest car around the 'Ring. But I also admire the

chutzpah that motivated Porsche to prove how much the 919 was restrained by WEC rules. After three consecutive titles and Le Mans wins there really wasn't anything to prove. But they did it anyway, seemingly for the hell of it.

I'll leave the last word to Timo Bernhard, clearly sensitive to the fact he'd smashed a record many thought could – and should – have remained sacred. "For me Stefan Bellof is and remains a giant", he said in the press release on the day of the run. "Today my respect for his achievement with the technology available back then increased even more." Couldn't agree more.

The lap: [youtube.com/watch?v=PQmSUHhP3ug](https://www.youtube.com/watch?v=PQmSUHhP3ug)



Porsche's new Nürburgring record measures 35-years of progress in sheer speed, but Bellof's legacy and lap time remain intact

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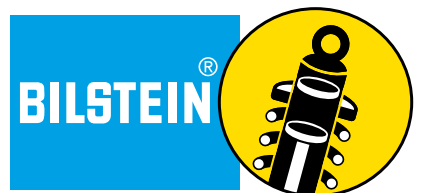
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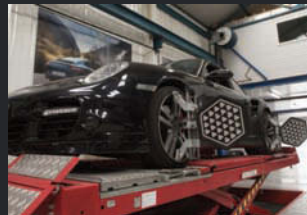
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# NINE FOURTEEN FANATICS

Hooked by a 4-cylinder 914, Kate Maynard and Brian McDonnell then went on to restore a rare 914 LE before commissioning this bespoke 914/6 build.

Words: Paul Knight Photos: Paul Knight, Original Customs and Gene's Auto Haven

**K**ate Maynard and Brian McDonnell are self-confessed Porsche 914 fanatics and this wild 914/6 race replica is their latest project. Their journey started back in 2013 when they spotted a 914 online and immediately fell for the quirky styling and angular bodylines. Kate explained, 'After some searching we spotted a red 914 for sale on eBay'. She continued, 'it was located in California so we had to trust the seller's description and we studied the photographs on the listing carefully before placing a bid'. The couple were lucky enough to win the auction, and soon arranged to have the vehicle shipped to the UK. To cut a long story short, this vehicle was restored here in the UK and proved to be a great introduction to the world of Porsche 914s.

In the meantime, the couple had been back on the internet and had managed to

locate a rare '74 Porsche 914 LE (often referred to as the 914 'Creamsicle'). Porsche released some special models to celebrate the racing successes in the Can Am series in the early '70s. For the USA market, Porsche released 1000 914 LE (Limited Edition) 2.0-litre fuel-injected cars, which were painted either black with yellow details (wheels, bumpers, rockers panels, front spoiler and rear gravel deflector) or white with red accents. The lightweight, forged Mahle alloy wheels looked great in red, and the overall eye-popping white/red theme spurred the 'Creamsicle' nickname.

The duo shipped the car to Original Customs in Grand Rapids, Michigan where Mark De Bernardi and his team tackled a thorough restoration. (If you'd like to see more on this car, head for the 'previous projects' listed on the website [originalcustoms.com](http://originalcustoms.com))

The project turned out great and Kate and Brian were looking forward to putting

some miles on the car once it had been shipped to the UK. However, just as the vehicle was completed, they received an offer that was too good to refuse, hence the car was sold and shipped to an enthusiast in New Zealand. That's right, they never actually saw the car with their own eyes!

Having spent a lot of time researching the history of the LE, Brian and Kate had also stumbled across various other special models and soon had a penchant for the race-themed vehicles. Kate said, 'We decided that the next project would be a 914 GT replica and originally we thought we'd run with the Jägermeister livery'. She continued, 'We then changed our minds and thought about running with the classic Gulf theme before finally deciding to do our own thing based around a bright Viper Green paint job'.

The vehicle they started with was originally a regular 1.7-litre 4-cylinder model, which was found in a snowy field in

Brian McDonnell and Kate Maynard with their race inspired 914/6, their third 914, with another on its way



Denver, Colorado. The silver body needed plenty of restoration; hence they called in the help of Eugene Rice at Gene's Auto Haven in Sandy, Utah ([genesautohaven.com](http://genesautohaven.com)). Gene's Auto Haven has a great reputation amongst 914 enthusiasts, and if you look them up on Facebook you'll find detailed restoration photos of this and many other 914 projects.

Kate told us, 'The car was stripped back to bare metal before receiving all the usual rust repairs, plus a few modifications to meet our GT-spec requirements'. The most obvious modification is the wide-arch conversion (all-steel, of course), which instantly set the tone for this wild race-inspired ride.

As the couple had planned to build a stripped-out racer from the start, the deal they'd struck with the previous owner involved him removing much of the interior prior to delivery. The new interior consists of a pair of 914 racing seats with Sparco 4-point harnesses plus a neat 4-point roll bar fitted behind (bolted to the rear bulkhead/sills). There's also fresh black vinyl

“ We decided the next project would be a 914 GT replica and to do our own thing with the Viper Green paint job ”

door cards, heavy-duty rubber mats, race-style drilled aluminium foot plates, a Nardi steering wheel (makes a nice change from the usual Momo) and a neat aluminium dash insert, too. The finishing touch inside this car is a custom short-shifter, which is hooked up to a fully rebuilt 5-speed transmission.

Kate and Brian worked closely with the expert crew at Gene's to help locate the parts required to assemble this ground-up build. This included a full set of 911 brakes and uprated Bilstein suspension, plus all of the associated rubber mounts, hoses, pipes and hardware etc. As you'd expect, all of the suspension components have been properly overhauled and detailed, consequently the underside of this vehicle looks just as good as the top side!

Speaking of the underside, working on a rotisserie, the floor/underside was first painted with a chip-resistant coating, which was followed by the same Viper Green as the exterior. Externally there's fresh vinyl on the top and all of the bright work and chrome has either been replated or replaced.

The rebuild was meticulous with no corners cut or jobs left unattended. For instance, the pop up headlights have been fully rebuilt and overhauled and the car has been fitted with a complete replacement

Right: Crowd pleaser. Everybody loves Viper Green and, with the race inspired graphics and door roundels, this 914 is known in the 914 community simply as No36



Above middle: Nardi steering wheel, custom short-shifter and aluminium dash inserts lift the interior. Engine is a rebuilt 2.2-litre flat-six. Rear Minilites are a nod to the 914's racing past



## HISTORY

The 914 was a collaboration between Porsche and VW. Previewed in 1969 and launched in 1970, it was one of the first mid-engined sports cars to hit the road and proof that Porsche wasn't entirely wedded to the rear-engined concept. Power came first from VW's flat-four, which was joined by a 2-litre, flat-six from Porsche. Styling was somewhat controversial, with a distinct 'push me pull you' look, but it was keenly priced, particularly in the US, where the 914 really found its market.



Build was undertaken by Gene's Auto Haven in Utah, USA. The silver donor car looks sound enough, but required plenty of bodywork. Engine has since been rebuilt by Jaz in the UK

wiring loom. Even the gauges have been rebuilt and the odometer set back to zero, as this is essentially a fully reconditioned 'better-than-new' 914!

As the duo were combining ideas from various race liveries and themes, they

car simply as #36, and I think the race numbers really bring this project to life'.

Completing the 914/6 conversion is a 2.2-litre motor, which started life in the back of a 911. The couple located the motor in Kansas City and had it shipped to Utah

guys at Jaz Porsche'. She continued, 'it's fitted with 911E cams and was dyno'd at 155bhp, which is enough to make the car a lot of fun out on the roads'.

You'll no doubt have noticed that it's also running a pair of black Minilite wheels on the rear (with 225/50R15 tyres), which is yet another nod to the classic racers of yesteryear. Not only do they look race-ready but they also help to fill those wide arches perfectly. The front wheels are a pair of 1980s Fuchs, which have been re-anodised and detailed as per factory spec and are also fitted with 225/50R15 tyres.

The entire project took around 2.5 years to complete and Kate and Brian were so impressed with the work carried out by the team at Gene's Auto Haven that they've already commissioned them to start the next project. This time it's a genuine 914/6, which is painted in Adriatic Blue...we'll be sure to check it out when it arrives in the UK! **PW**

## CONTACTS

Brian and Kate would like to thank Gene Rice and his crew for all their hard work and also Kevin Clark (914 Register Secretary at PCGB) for his advice and help with technical info etc

Left to right: Red car was Kate and Brian's first US import 914. Bare shell went on to become the 'Creamsicle' car, which ended up in NZ. Adriatic Blue 914 is a genuine 914/6 and is currently being restored at Gene's Auto Haven

“ It's fitted with 911E cams and was dyno'd at 155hp, enough to make it fun ”

decided to have the front bumper painted in black and orange (vertically split in the centre), which certainly catches the eye. Incidentally, when the car left the USA it was painted solid green; hence the decals and race numbers etc were added here in the UK. Kate explained, 'Everyone knows the

where Gene's crew cleaned and detailed it, rebuilt the carburettors and bolted it in place. Fitted with a fresh exhaust the motor sounds every bit as good as it looks, and was the icing on the cake for this GT replica. Kate said, 'Since it's arrived in the UK we've actually had the motor fully rebuilt by the



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Fits: Porsche 911 63-89

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# 70 YEARS OF PORSCHE

1948-2018



The 1970s was the decade when Porsche came of age and gained a certain maturity, both in its showroom line-up as well as that all-important showcase arena, the racetrack. Upshifts in engine capacity followed in quick succession from 2.2-litres to 2.4 and 2.7, then 3.0-litres in the 911s – plus the 3.0 and 3.3-litre Turbos. In the background the Volkswagen-derived projects came to fruition, firstly in the 914 and 914/6, making way mid-decade for the anticipated front engined revolution with the 924 and 928.

On international circuit and rally stage, Weissach was at the top of its game; having knocked on the door of top spot at Le Mans for so long, the immortal 917 was victorious in 1970, presaging a host of race and championship successes at all levels with a variety of 911-based models and prototypes – and a galaxy of famous drivers – from FIA-sanctioned European and World series to Can-Am, IMSA and SCCA in North America. Apparently there were no limits.

**Words: Johnny Tipler**

**Photos: Porsche Archive, Antony Fraser, Johnny Tipler**

## 1970

● The Porsche road-car line-up includes the C-series 2.2-litre 911 and the 914 and 914/6. Power outputs for the base 911T are 125bhp, 155bhp for the 911E and 180bhp for the 911S.

● The 914 is a joint venture between Porsche and Volkswagen, who want a substitute for the VW Karmann-Ghia sportster, while Porsche seeks an alternative entry level car to the 912. With its 1679cc fuel-injected flat-four engine sourced from the VW 411E and mounted amidships, the 914 takes buyers into the domain of competition cars, and with Targa top and integral roll-over hoop it can swiftly convert from hardtop coupé to a fresh-air roadster. The car is marketed as a VW-Porsche in Europe and as a Porsche in the USA, except California, where it is sold by Volkswagen dealers. Major evolutions in the

model's seven-year production run include bumper guards fitted on the front in 1973 and at the rear in '74, and the following year heavy-duty rubber clad safety bumpers replace the chrome or painted bumpers fitted since 1970. The 914/6 goes out of production in 1972 due to low sales, plus the complications of in-house manufacture, while the major change in the four-cylinder line-up arrives in 1973 with the introduction of the 1971cc "2.0-litre" model with D-Jetronic injection. In 1974 the 1.7-litre flat-four is bored out to 1.8-litres, fuelled by twin carbs and producing 85bhp, and includes some of the comfort items from the 2.0-litre car's cockpit. Production of 914s concludes in Spring 1976,

● Porsche's weapon for tackling the touring car race and rally scene in 1970 and '71 is the 911ST. The first ones built in 1970 are based on the 2.2-litre 911, and the second series cars are based on the 1972

2.4-litre 911. Both are limited series cars, and it is likely that seven examples of the 2.3 ST were built, with 21 units of the 2.5 ST documented by the factory.

● Bjorn Waldegård/Lars Helmer win the Monte Carlo Rally in a 2.2 911S.

● Steve McQueen/Peter Revson place 2nd at Sebring 12-Hours in 908/2 – McQueen is making the Le Mans film.

● Porsche celebrates its first outright win at Le Mans 24-Hours with Richard Attwood and Hans Herrmann in the Porsche-Salzburg entered 917. The GT class is won by the 914/6 of Guy Chasseuil and Claude Ballot-Lena.

● Other successes include wins at the Daytona 24-Hours, Brands Hatch BOAC 1000kms, and Österreichring 1000kms.

● Jo Siffert/Brian Redman win the Targa Florio in a 908/3.

● Vic Elford/Kurt Ahrens win the Nürburgring 1000kms in a 908/3.

Above: Porsche takes first Le Mans win with Richard Attwood and Hans Herrmann in legendary Porsche 917. Left: Porsche 911 ST is Porsche's designated race and rally homologation weapon. Below: Bjorn Waldegård/Lars Helmer win the 1970 Monte Carlo Rally





Close finish at Spa 1000kms as Gulf 917 of Pedro Rodriguez/Jackie Oliver wins from sister car of Jo Siffert/Derek Bell



## 1971

- In 1971 the D-series 911 replaces the C-series models, featuring galvanised floorpans coated with PVC to counter corrosion.

- Daytona 24-Hours is won by Pedro Rodriguez/Jackie Oliver in a JW Automotive 917.

- The Sebring 12-Hours falls to Gérard Larrousse/Vic Elford in a Martini & Rossi 917.

- At Le Mans, 33 cars out of 49 starters are Porsches. Winning 917 is Gijs van Lennep/Helmut Marko's Martini car.

- Spa 1000kms is narrowly won by Pedro Rodriguez/Jackie Oliver from Jo Siffert/Derek Bell in Gulf 917s. Similar result at Monza 1000kms.

- The Nürburgring 1000kms is won by Vic Elford/Gérard Larrousse in a 908/3

## 1972

- The E-series 911 engine capacity is enlarged to 2341cc (2.4-litres) by means of longer stroke. The 911S weighs 2315lb and develops 190bhp. The E-series has an oil tank between the right-hand door and wheelarch, accessed by an external flap which is discarded after a year due to fuelling errors.

- Standard on the S and optional on E and T, the new chin-spoiler improves aerodynamics and high-speed stability, reducing front-end lift by 40%.

- For the 1972 season, a number of 2.5

litre 911S coupés are built up for racing, although they bear the same chassis numbering as the standard 911S. Priced at DM49,680 ex-factory, these cars are fitted with bigger bore (89mm x 66mm) competition engines, uprated gearboxes with improved cooling and full pressure lubrication. Suspension modifications include new anti-roll bars and harder Bilstein shocks, and a half roll-cage mounted in the rear of the stripped-out cockpit, and 7in and 9in wheels are fitted. Identified as the 911ST, its swollen wheelarches are fabricated in steel, and since Fuchs did not produce any 9in rear rims, Porsche fit Minilites, made of magnesium and therefore significantly lighter than aluminium counterparts. The engine of the 2.4 S is enlarged to 2.5-litres, and delivered with Weber carburettors or Bosch fuel injection. With racing camshafts and pistons incorporated, the engines are blueprinted with polished intake and exhaust ports, plus a dual ignition system, producing an amazing 270bhp at 8000rpm.

- George Follmer wins the Can-Am Championship with a 1000bhp 917-10 Spyder.

- Leo Kinnunen dominates the European Interserie Trophy series in a similar 917-10.

- John Fitzpatrick wins the newly instigated European GT Championship driving the Kremer Racing 2.4-litre 911S.

- The 2.7 Carrera RS is unveiled at the Paris Salon de l'Automobile. An FIA rule change instigated in 1970 defines Group 3 as a production-based category, pitting the

2.2-litre 911 against the V12 Ferrari 375GTB Daytona and the V8 De Tomaso Pantera, so Porsche raises the capacity of the flat-six to 2.7-litres. The regs call for a minimum of 500 units to be produced, but the specification is immediately attractive: a 960kg car with a 210bhp 2.7-litre engine, with a top speed of 240kph and costing DM33,000 (£14,000), ensuring it's an instant success. In November 1972 after its debut at the Paris Salon, all 500 cars are spoken for. It is the first time the saying 'less is more' reflects a commercial success, and no one is more surprised than the Porsche accountants. The price gap is astonishing: a fully equipped 911S cost £5211 in '71, rising to £6249 by 1974, yet the austere 2.7 Carrera RS is nearly three times as expensive.

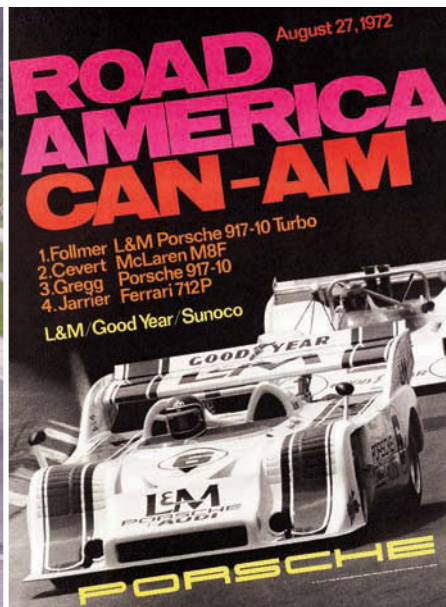
## 1973

- Unexpectedly, Peter Gregg and Hurley Haywood win the Daytona 24-Hours in a Brumos 2.8 RSR, as yet unhomologated. Eventually, 49 2.8 RSRs are constructed.

- Mark Donohue wins six out of eight rounds of the Can-Am series in a Sunoco-Penske 917/30.

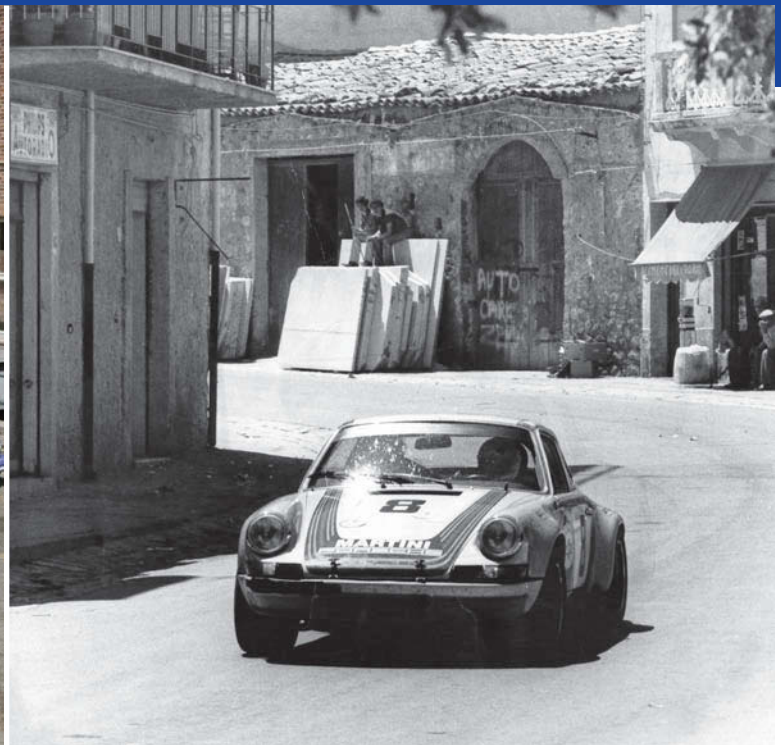
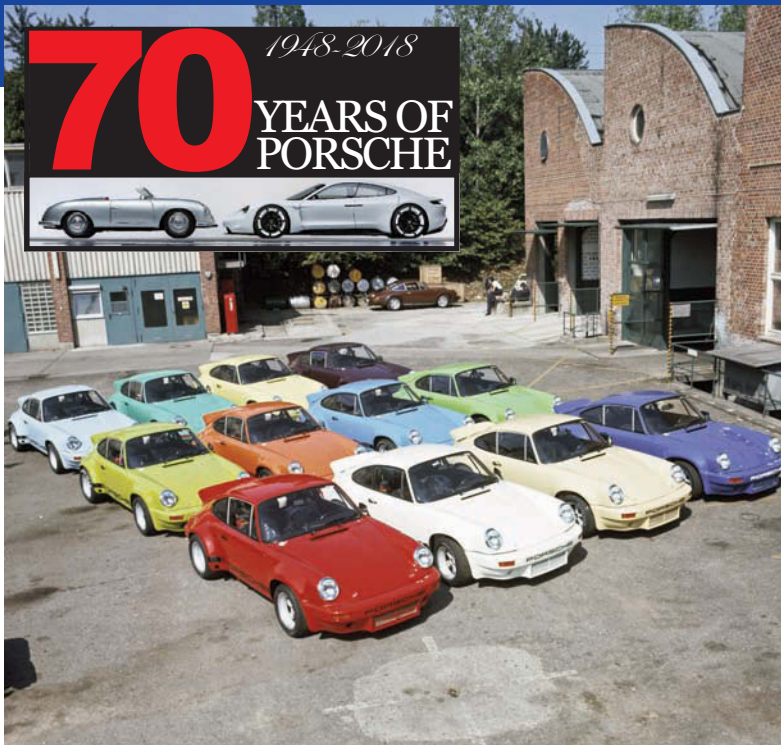
- The legendary Carrera name is revived, having been associated with the marque's success in the great Mexican road race in the early '50s. The 2.7 Carrera RS is a racer for the road, and it spawns the 2.8 RSR, a purpose-built racing car, as well as the 3.0 RS and RSR. For the first time, a series production Porsche sports

Below: The 911E benefits from a rise in capacity to 2.4-litres. Middle: George Folmer wins the Can Am Championship in mighty, 1000bhp 917-10 Spyder. Right: Iconic 2.7 RS arrives



# 70 YEARS OF PORSCHE

1948-2018



front and rear wheel rims of different sizes: 6in front and 7in rear, with tread prints commensurately broader. Early RS prototypes sport the 2.4-litre 911's front spoiler and no ducktail, but the rear wheelarch extensions are in place to accommodate the wider 7 x 15in wheels. But once the front spoiler-lip is applied, along with the ducktail engine lid, the car is faster and has significantly more downforce. The 2.7 Carrera RS is offered in Grand Prix White, though any colour on Porsche's colour chart can be specified. The artistic masterstroke is the Carrera graphics, derived from the 356 Carrera, and applied along the car's lower flanks, along with distinctive Porsche script on the lower engine lid and Carrera RS written on the flip-up ducktail. These decals can be ordered in green, red or blue, at a stroke giving the plain white RS three different colour variations. This extends to the Fuchs wheels, too, with matching colour-coordinated five-spoke centres. The M471 is the lightweight version (200 units built), perfectly road-usable, but the weapon of choice for sprinting and mild competition use in the pre-trackday era. The M472 is the touring version with 911S equipment (1375 units made), and M491 is the hard-core racing version. 1580 2.7 RSs are built in three production runs during 1972 and

'73, including the original 17 RSH ultra-lightweight 960kg homologation cars. The first 500 M471 bodyshells are constructed in lighter gauge steel and weighed to satisfy TÜV and FIA requirements, and back at the factory during assembly they are fitted with glassfibre bumpers instead of the M472 Touring's steel ones, and with only the bare essentials on board, they are lightweights by comparison. The Touring version's creature comforts are sourced from the 2.4 S parts bin and installed in the lightweight shell, adding about 100kg. Comparative weights are 975kg for the M471 and 1050kg for the M472.

● Gijs van Lennep and Herbie Müller win the Targa Florio – Porsche's 11th such victory – in the Martini-911 Carrera RSR prototype.

● Porsche takes five of the top ten placings at Le Mans, with Van Lennep and Müller 4th overall in their 3.0-litre 911 RSR.

● Late in 1973 the 2.7 Carrera RS is superseded by the 3.0 Carrera RS, based on the normal 911 bodyshell because lightweight bodies had run out. It also comes with plastic bumpers that ape the 911 road car's new aluminium impact-absorbing bumpers, and a whale-tail rear wing replaces the ducktail spoiler, which becomes illegal in the USA. Of the 109 second-generation RSs made, 59

are road-going versions.

● The US International Race of Champions pits stars from different racing disciplines against each other in identical cars, making it the ultimate test of driver talent. In 1973 the chosen weapon is the 3.0 Carrera RSR. For the first IROC series in 1973-74, three drivers are selected from four categories: USAC, NASCAR, SCCA and Formula 1. USAC (Indy Cars) and F1 represent single-seaters, NASCAR and SCCA the stock-car and tin-top Trans-Am categories. The fleet of 15 Carrera RSR race cars are identical 1974 model-year 911s, built and prepared at Weissach, and each finished in a suitably distinctive colour.

## 1974

● Porsche moves into a new phase with the 911, and safety legislation in the crucial US market ushers in rubber-fronted 5mph impact bumpers and, for the first time, the bodyshells are galvanised in a bid to quell corrosion issues. First up in the model line is the 2.7, with three versions on offer: the basic 911 (replacing the 911T), the 911S (taking over from the 911E) and the Carrera 2.7 (superseding the 2.4-litre 911S) and using the 210bhp unit from the outgoing RS. As well as the controversial raised bumper line calculated to appease

Left IROC RSRs make for a colourful line-up. Above: Gijs van Lennep and Herbie Müller win the 1973 Targa Florio, Porsche's 11th victory

Below left: Gijs van Lennep and Müller place second at Le Mans in 2.1 Turbo 911 RSR. Below: 911 Turbo enters production



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American safety regulators, the cars destined for that market are humbled by stifling emissions equipment.

- The 911/930 Turbo takes the automotive world by storm, bringing racing technology to the road. The 930 body-style endures from 1974 until 1989 with its 5mph impact bumpers, and the introductory 260bhp 3.0-litre Turbo proclaims its additional musculature with broadened front and rear arches to accommodate its fatter wheels and tyres.

- Gijs van Lennep and Herbie Muller place 2nd at Le Mans (with 3rd and 5th gear ratios lost) in their 2.1-litre turbocharged 911 Carrera RSR Turbo.

- Björn Waldegård and Hans Thorzelius place 2nd in the East African Safari Rally in a 2.7 RS 911.

- Cahal Curley and Austin Fraser win the Circuit of Ireland Rally in a 2.7 Carrera RS.

- John Fitzpatrick wins the European GT Championship – and the Porsche Cup – driving Georg Loos' 911 3.0 RSR.

- Playing the numbers game, the Le Mans 24-Hours enduro is as concise a barometer of race entries as any, and the stats are an interesting way of placing the model in context. From '74 to '77 the 3.0 Carrera RSR is the staple Group 4 car, with 17 of them running in 1974, 14 in 1975 and 12 in both '76 and '77, by which time they are in amongst the turbocharged 934 and 935, while the factory's sights are focused on the mid-engined 936. Most of the 53 units of the 3.0 Carrera RSRs assembled as Group 4 racing cars go to

private teams, which include Kremer Racing, Georg Loos (GELO), Écurie Francorchamps, Brumos, Tebernum, Max Moritz, Almérás Frères and Charles Ivey.

## 1975

- From 1975 on, all 911s are produced with a completely galvanised body.

- The company also marks its 25th anniversary with 1063 special edition Carreras, kitted out and badged at the factory to mark the firm's Silver Jubilee, the earliest examples of Porsche's commemorative special editions.

Zuffenhausen produces 664 Coupés and 399 in Targa format in this guise during the 1975 model year. All are finished in Diamond Silver Metallic, with cockpits and cabins upholstered in an extraordinary silver-and-black tweed, with a numbered plaque fixed to the glovebox lid. A number of both versions – Targa and Coupé – are made to US spec, 510 and 249 units respectively, based on the regular 2.7-litre, 150bhp 911 and the 175bhp 911S. But what makes them even more special is their driveline: a handful receive the deified 2.7-litre Carrera RS flat-six, enabling a very healthy 210bhp.

- Porsche take the top six places at the Daytona 24-Hours, with victory going to Peter Gregg and Hurley Haywood again in their Brumos 3.0 RSR.

- The 924 is readied for launch in the 1976 model year. Porsche's first front-engined rear-drive car and with auto option,

it is styled by Harm Lagaaij and developed at Weissach, but constructed in Audi's Neckarsulm plant as part of a deal to provide work for VW employees. It runs with the 2.0-litre Audi 100/VW LT derived water-cooled EA831 engine with Porsche cylinder head and fed by Bosche K-Jetronic injection.

- The 914 is discontinued before the 924 hits the showrooms, so the 912E is reinstated for a year with 2.0-litre VW-sourced flat-four power.

## 1976

- As well as the 924, the Porsche road car line-up for the 1976 model year includes the Carrera 3, and its siblings the 3.3-litre 930 Turbo and the entry-level 2.7 litre 911, sold in Britain as the 911 deluxe, a 165bhp model with electronic fuel injection. The Carrera 3 is available from the outset as a Coupé or a Targa with a black roof panel, and offered with a choice of three transmissions, 4- and 5-speed manual or 3-speed Sportomatic.

- In the World Championship for Makes, Porsche's competition effort is based on three different models specifically to challenge in three separate categories. The 934 in Group 4, the 935 in Group 5, and the 936 in the Appendix J Group 6. Jacky Ickx and Gijs van Lennep win at Le Mans with the Martini-sponsored 936. Porsche wins four out of seven races to take the title.

- Two separate fronts are available for the 935, with the majority running the

Wild thing: The 911 Turbo blows pretty much everything off the road, when launched in 1974

Porsche's 1976 line-up photographed in true '70s style, including the 924, which had previewed in 1975





Above: The 928 is a radical departure for Porsche and the big GT stays in production until 1995

characteristic slant-nose.

- Rudi Lins and Gerhard Plattner drive a 924 around the world, 13,865 miles in 28 days.

### 1977

- Crewed by Jurgen Barth, Hurley Haywood and Jacky Ickx, a 936 wins the Le Mans 24-Hours (running the final two laps on 5 cylinders). This is the first race the 936s run with twin turbos.

- A fresh batch of 935s is built for customer teams including Kremer, Max Moritz, Loos and Konrad, costing £35K each. At the first event, at Hockenheim, the Kremer racing 935 of Fitzpatrick and Wollek is the winner.

- Porsche wins every round of the World Championship for Makes, and every round of the SCCA's Trans Am championship in North America, with Peter Gregg the most successful driver in a 934.

- As a 'spoiler' in the German DRM series in which BMW have a stranglehold, Porsche builds a special spaceframe 935 in the manner of Moby Dick but with a 1.4-litre turbo engine, dubbed 'Baby', which does just two races, including the GP support race at Brands Hatch, won by Ickx and Mass.

- Porsche introduces the 928 to the press at St-Paul-de-Vence, Provence, in February 1977, and launch it at the Geneva Salon on March 17th, '77. When they

began to consider the 928 project, the 911 was barely seven years old, and the car generally regarded as the epitome of Grand Touring aesthetics was the Ferrari 365 GTB/4 Daytona (in production 1968-'73), a sleek, muscular, front-engined bruiser, not so dissimilar to what emerged from the Zuffenhausen drawing board. But having decided that a big V8 is the way forward, along comes the 1974 oil shock, and the engine capacity is down-specc'd accordingly to a more economical 4.5-litres. It isn't quite as powerful as the 930 Turbo, but it was calculated to appeal to a different character of driver. Head of styling at Zuffenhausen from '69 to '88 is Tony Lapine, who oversees Wolfgang Mobius's renderings to make the shark-like profile a reality. The menacing up-swept snout, flying-buttress rear window pillars and egg-shaped tail give the 928 its distinctive shape, plus the pop-up headlights stay uncovered when lying flat in their niches, like the Lamborghini Miura's. Mobius is assisted by the young Harm Lagaaij, who'd been tasked with drawing the 924 and would himself go on to succeed Lapine and mastermind the water-cooled 986 Boxster and 996 generation.

- The intrepid duo of Rudi Lins and Gerhard Plattner drive a 928 on a 18,537 miles midwinter journey from Paris to Moscow via the Arctic, then from Montreal to Fairbanks, Alaska, and to New York via San Francisco, with no breakdown apart

from replacing a driveshaft gaiter.

- Just 3687 911 Carrera 3s are built, compared with 58,000 911SCs (in years to come). The Carrera 3 is dropped, along with the 2.7-litre 911, for 1978, making way for the 911SC.

### 1978

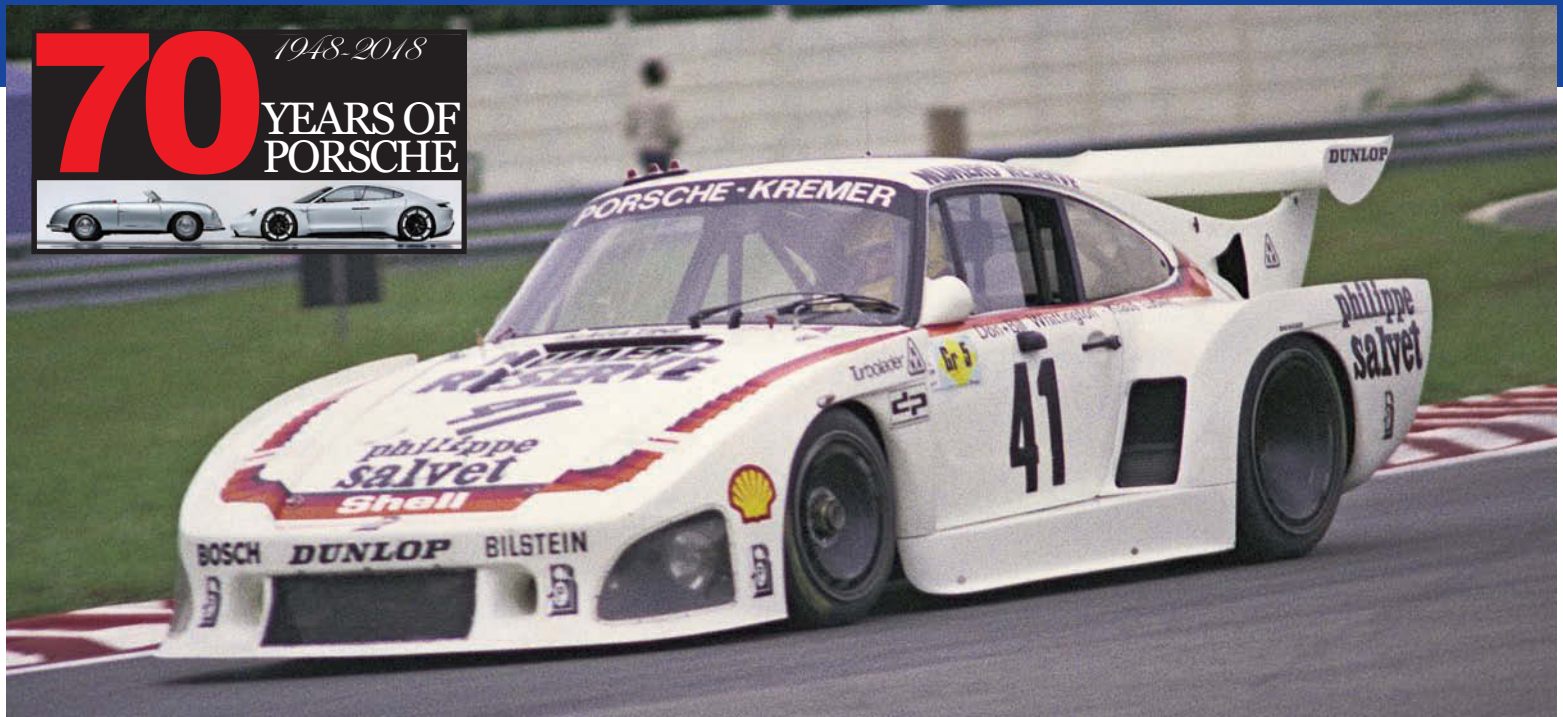
- The 180bhp 911SC is Porsche's first car created to suit world markets. Its flat-six engine is based on the 930 Turbo unit, as fitted in the Carrera 3, with aluminium alloy crankcase instead of magnesium-alloy. Barrels are still in Nikasil, and a new crank with bigger mains and conrod bearings is installed. An 11-blade fan replaces the previous five-blade, with contactless ignition system. It's mated to the 915 gearbox, first used as a production item in the 2.4-litre cars of 1973, and the three-speed clutchless Sportomatic stick-shift transmission is also available up to 1980. The SC runs on 6J x 15 and 7J x 15 Cookie-Cutter wheels as standard, with 15- or 16in Fuchs alloys available as cost extras. The taller Fuchs rims, shod with Pirelli P7 low-profile tyres, were part of the Sport package, which applied to the majority of right-hand-drive SCs imported into the UK, and consisted of a rubber spoiler around the bottom of the front valance, a whale-tail rear wing projecting off the engine lid, Bilstein – as opposed to Boge – gas dampers, a pair of driving lights attached to the front valance,

Below: Rolf Stommelen leads the start of the 1978 Le Mans 24hrs in 'Moby Dick.' Right: 911 Turbo in Foreground, with new 911SC bringing up the rear



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1948-2018

a top-line hi-fi set and figure-hugging sports seats. From 1982, Fuchs wheels come with polished rims and gloss black centre spokes, and the whale-tail wing is revised with a flat grille area and the underside pared away. The same tried-and-tested suspension set-up is carried over from the Carrera 3, involving MacPherson struts, lower control arms, longitudinal torsion bars, gas dampers and 20mm anti-roll bar at the front, and semi-trailing arms, gas dampers, transverse torsion bar and an 18mm anti-roll bar at the rear. The rear torsion bar size increases from 23- to 24mm in 1981, creating a slightly stiffer back end.

- The 930 Turbo is fitted with the 3.3-litre turbocharged flat-six, developing 296bhp. The whale-tail is replaced by the tea-tray rear wing to accommodate the intercooler.

- The Alméras Frères' 911SC driven by Jean-Pierre Nicolas and Vincent Laverne wins the Monte Carlo Rally.

- The 928 wins Car of the Year award in the same week.

- As well as 'Weissach' and 'Ferry Porsche' limited-editions, there is also a Martini-liveried model, although this is really a way of personalising a car finished in Grand Prix style: in 1978, if you order your new SC with option M42, it arrives bearing the red, blue and green stripes of Martini, recalling the 1976 Earls Court Show 930 Turbo – bearing witness to Porsche's success in the World Manufacturers' and World Sports Car series, backed by the

Italian vermouth producer for the fourth successive year.

- Moby Dick, 935/78, is built on a spaceframe chassis with stylised 935 silhouette bodywork – and upside-down gearbox, because the 3.2-litre twin-turbo engine is mounted so low down. Its 750bhp power output enables it to hit 220mph on the Mulsanne straight. Mass and Ickx win the Silverstone Six Hours by 7 laps.

- Privateer 935s carry the torch for Porsche at most WCM events, with Georg Loos' cars winning at Daytona, Mugello, Nürburgring and Watkins Glen, while Kremer Racing win at Dijon-Prenois, Misano and Vallelunga.

- At Le Mans, run outside the World Championship, the 936 of Ickx, Barth and Wollek comes 2nd overall, with Haywood/Greg/Jöst in 3rd place. Moby Dick finishes 8th.

- The 924 Turbo is available for the 1979 model year, using the KKK K-26 turbocharger, which lifts the standard 924's modest performance to 180bhp, close to that of the 911SC.

## 1979

- Ferry Porsche celebrates his 70th birthday, receiving a specially commissioned Porsche 928 for the occasion.

- The Le Mans 24-Hours is won by the Kremer 935 driven by Klaus Ludwig and the Whittington brothers, Don and Bill. In 2nd

place is the Dick Barbour Racing 935 driven by Rolf Stommelen and actor Paul Newman.

- Klaus Ludwig also wins ten out of eleven rounds of the German DRM championship – and comes 2nd in the 11th race – driving a Kremer 935.

- In the USA, the 935 is dominant, with Peter Gregg winning eight out of 14 races in the IMSA series, and John Paul Jnr winning the rival Trans-Am series, also with a 935.

- The Porsche factory fields two 936s with Essex Petroleum sponsorship at Silverstone, ahead of Le Mans, but the cars are dogged by tyres revolving on the wheel rims. Eventually Dunlop introduces the Denloc safety tyre which cures the problem.

- At Le Mans, two 936s sporting Essex Petroleum sponsorship show promise but are dogged by mechanical issues and a serious puncture incident. The 934s and 935s prove way more reliable. Privateer Porsches fill 1st to 4th, 7th to 9th, 11th and 13th, and 15th to 17th places.

- Rudi Lins and Gerhard Plattner drive a 924 Turbo for 24-Hours at over 130mph around the Nardo proving ground. In an altitude test demonstration, Plattner also drives a 924 from Salt Lake, Utah, at 280ft below sea level up to Mount Evans, Colorado, at 14,264ft above sea level.

- Unveiled as a styling exercise at the Frankfurt show in 1979, the 924 Carrera GT is an evolution of the 924 Turbo, and given the factory type number 937. **PW**

The 1979 Le Mans 24hrs is won by Klaus Ludwig and the Whittington brothers, Don and Bill in a Kremer 935

Left: Ferry Porsche celebrates his 70th birthday with specially commissioned 928. Below: The 924 Turbo was introduced in 1979 and put through a number of endurance tests





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**1959 Porsche Convertible D-stock-09941**  
This highly sought-after 1959 Porsche Convertible D featured here, is available in red with a black interior. It comes equipped with a 912 engine, manual transmission, upgraded disc brakes, rear luggage rack and includes the boot, soft top, Tonneau cover and includes extensive service records and other documentation. A very presentable example which was owned by the same husband and wife since 1979. An excellent original blue plate California car which is mechanically sound. **For \$149,500**



**1962 Porsche 356B Coupe-stock-09940**  
This beautiful 1962 Porsche 356B Coupe is available in slate grey metallic with a black interior. It comes equipped with a 912 engine with a manual transmission and includes the jack, toolkit, and spare tire. The Coupe was family-owned for many years and is an excellent original blue plate California car which is mechanically sound. **For \$49,500**



**1966 Porsche 912 3 Gauge Coupe-stock-09888**  
This early 1966 Porsche 912 3 Gauge Coupe shown here with matching numbers is available in white with a black interior. It comes equipped with a manual transmission, OEM radio, solid wheels and includes the spare tire. It has some light checking in the paint but still very presentable overall. An original West Coast car which could use some light restoration. **For \$27,500**



**1960 Porsche 356B 1600 Reutter Cabriolet-stock-09715**  
This very sharp 1960 Porsche 356B 1600 Reutter Cabriolet is available in red with a tan interior. It comes equipped with a manual transmission with a 1600 engine, dual Zenith carburetors, soft top with boot, original owner's manual and solid wheels. An excellent original yellow plate California car and a very clean and presentable weekend driver which is mechanically sound. **For \$89,500**



**1969 Porsche 912 Long Wheel Base-stock-08764**  
The alluring 1969 Porsche 912 Long Wheel Base with matching numbers is available in its original Color Code#6806 Irish Green with a black interior. A highly sought-after color combination. It comes with a salvage title and is equipped with a manual transmission, dual Weber carburetors, solid wheels, OEM radio and includes the spare tire. This is an excellent original black plate California car. **For \$22,750**



**1979 Porsche 911SC-stock-09848**  
This 1979 Porsche 911SC shown here with matching numbers is available in its original color code#908 Grand Prix White with a tan interior and is equipped with a manual transmission and comes with Fuchs wheels. An excellent original car which had the same owner for many years and is mechanically sound. **For \$26,500**



**1975 Porsche Carrera Targa-stock-09769**  
The 1975 Porsche Carrera Targa shown here with matching numbers is available in its original stunning color combination code#336 Mexico Blue with a black interior. It is equipped with a manual transmission, Fuchs wheels and includes some miscellaneous parts. A highly collectible example which is mechanically sound. **For \$44,500**



**1972 Porsche 911S Targa-stock-09877**  
This stunning 1972 Porsche 911S Targa with matching numbers, with the Certificate of Authenticity included, is available in a beautiful color combination of black with a tan interior. It is equipped with a manual transmission, air conditioning, OEM radio and with Fuchs wheels. It was originally owned by the Aoki family owners of Benihana. An extremely collectible and mechanically sound vehicle which is an excellent addition to any classic car collection. **For \$159,500**



**1984 Porsche 930 Turbo-stock-09876**  
This 1984 Porsche 930 Turbo with matching numbers is available in its original color code#027 Guards Red with a black interior. It comes equipped with a manual transmission, air conditioning, power windows, sunroof, Fuchs wheels and includes the tool kit and spare tire. An excellent candidate for light restoration with a lot of potential. **For \$49,500**



**1985 Porsche 930-stock-09881**  
This one-owner 1985 Porsche 930 with matching numbers and a very low 38,987 miles on the odometer is available in its original color code#700 black with a black interior. It comes with a clean CarFax and has mostly original paint. It is equipped with a 4-speed manual transmission, power windows, TRW seat belts, Fuchs wheels, sunroof and includes the spare tire and jack. An extremely clean and presentable vehicle which is mechanically sound. **For \$97,500**



**1995 Porsche 993-stock-09451**  
This mostly original paint 1995 Porsche 993 with a very low 41,792 miles on the odometer is available in its original color code#908 Grand Prix White with a red interior. A gorgeous color combination. It comes with a clean CarFax and is equipped with a Tiptronic transmission, air conditioning, power windows, power steering, power seats, drilled rotors, solid wheels, sunroof and includes the jack, spare tire, owner's manual, warranty and customer information booklet, maintenance booklet and over \$19,000 in service records. An extremely clean and presentable example which is mechanically sound. **For \$49,500**



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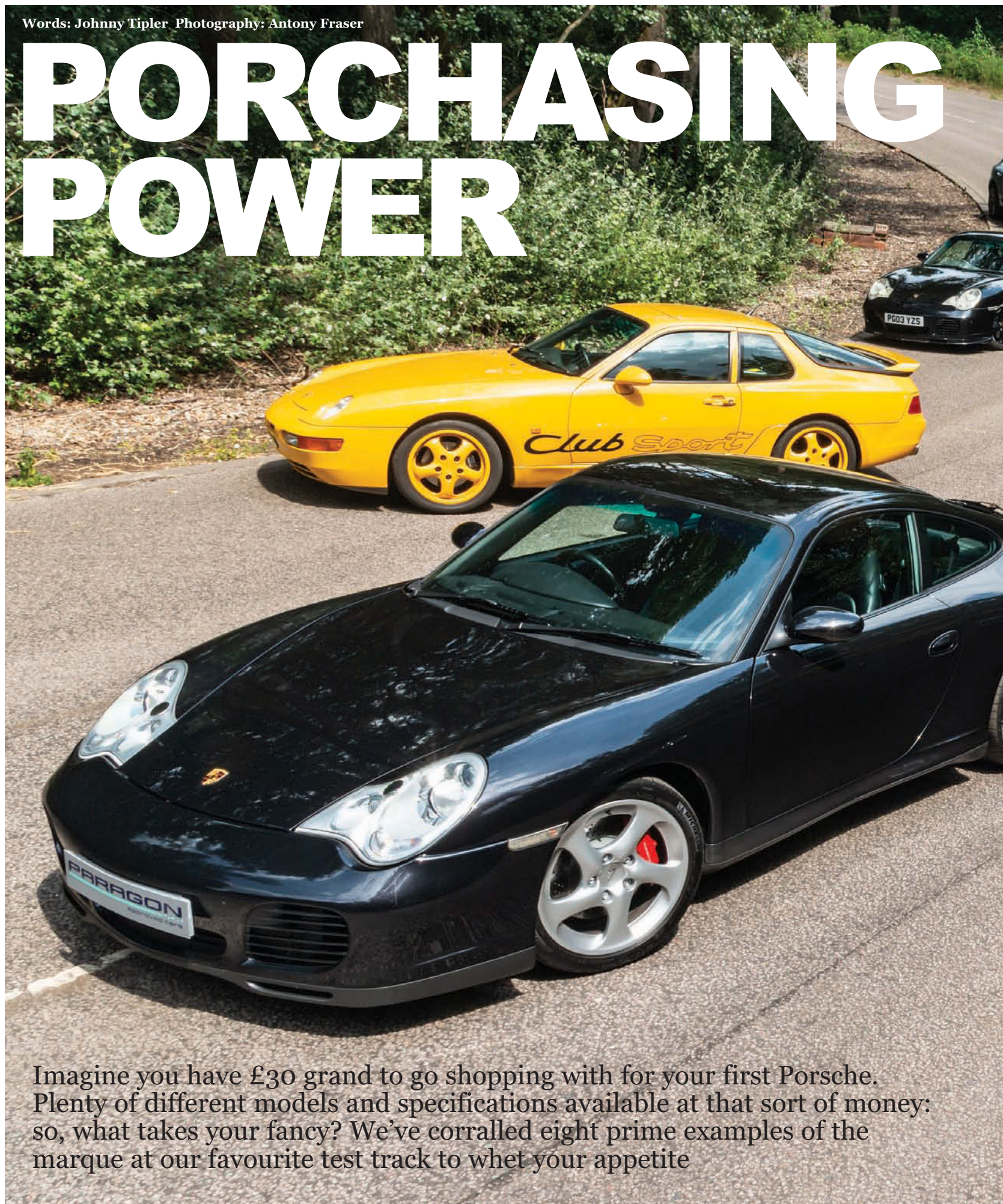
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**W**e were all Porsche virgins once. How we got into the game was very likely a matter of budget and a shine for a particular model. You want to take the plunge, too, but unsure which one to go for? We pose this question every year, and this time the notional budget is a ballpark £30K. Yep, you're armed with that devilishly tempting sum to go out and bag your first Porsche. Plenty of models and genres

available at that sort of money. So, as usual, we've convened a cross-section of Porsches currently on sale around that mark for a photoshoot at Chobham test track. We'll see if we can lure you...

Let's check them out. In some cases, we highlight the good, the bad and the ugly in order to reveal aspects of certain models that need to be borne in mind when cruising the forecourts and showrooms. We've got a 996 C4S – the dependable option; a 997 C2, archetypal 911 coupé at this price; a 996

Turbo, rare under £30 grand; a pair of front-engined cars – 944 Turbo and 968 Club Sport; and the newest models here are a 981 Cayman and a 981 Boxster S. For family motoring and a bit of off-roading, we feature a Macan S, too, a state-of-the-art SUV; and, like virtually every car we've mustered here – apart from the front-engined 944 and 968 – it's an automatic. Something for everyone, then. Almost. Yes, okay, we'll address the lack of an air-cooled classic 911 later, but you can probably guess the reason why.

£30k is reserved for the very best 944 Turbos, while a 968 Club Sport is a rare beast

At £30k the 996 C4S and the 997 C2S cross over. Which is best? That's up to the buyer



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## BOXSTER S 981

<b>Model tested:</b>	Boxster S 2013
<b>Engine:</b>	3.4-litre flat six
<b>Transmission:</b>	7-speed PDK
<b>Body style:</b>	2-seater roadster
<b>Economy:</b>	35.8mpg (combined)
<b>Top speed:</b>	172mph
<b>0-62mph:</b>	4.8secs
<b>Power:</b>	315bhp at 6000rpm
<b>Torque:</b>	271lb ft at 4500rpm-5800rpm

# 2013 981 BOXSTER S

**F**irst on the shopping list is the 3.4 Boxster S, first registered on 30th May 2013. That makes it a 981 model, with 7-speed PDK shift, presented in Carrara White with black leather interior. It's equipped with all the regular ancillaries including the Sport Chrono package, PCM3, satnav – which proves its worth whilst jinking between vendor Ashgood's farm premises bedside Heathrow and our Chobham venue. It's got 61,000 miles on the clock, and it's freshly serviced by PC Cambridge.

A little history to place it in context: this third gen Type 981 Boxster was unveiled at the 2012 Geneva motor show, replacing the 987 model and waxing bulkier in the process. That means it has a wider front track, bigger wheels, meatier haunches and pronounced side air-scoops, but it still hits the spot, style-wise. As we've discovered, there's no faster gearchange than a PDK shift, much as we may derive a physical satisfaction from notching a lever from slot to slot in the manual 'box. You decide, but once you've experienced the PDK gearshift, the chances are you'll be persuaded that the manual is

obsolete, such is the refinement and swiftness of the double-clutch operation. Besides, a self-shifting transmission allows fuller concentration on the driving process.

The 3.4S dispenses 315bhp, and that translates as instantaneous power, with no delay on getting the revs up – it's right there on the button – allied to impeccable handling and adhesion, and as responsive as can be to steering and throttle inputs. The S version is fitted with brakes from the big brother Porsche 991, and also employs the same electro-mechanical power-steering system. Seems to me it's a harder, stiffer ride than the earlier Boxsters, pitter-pattering on the undulations, which could be down to tyres, possibly, but on a smooth surface it's silken. The wide-track, long-wheelbase 981 chassis generates impressive grip levels so that it can be thrown into a corner, just as I manage here, piling on the power at the apex, where it keeps holding on, resolutely denying understeer. The sense of balance is palpable, and as with all Boxsters, it fosters a sense of confidence. This 981 feels surprisingly rigid for a car without a solid roof, stiffer even than some coupés, and there's not even a hint of rear

view mirror shudder, even on the worst surfaces. Are you reaching for your chequebook yet?

No question, in a Boxster you occupy a cockpit rather than a cabin. Lowering yourself in and manoeuvring the seat electronically via the buttons on the side of the seat enables a satisfyingly low driving position, with the seat dropped as far as it will go. Cockpit ergonomics are better in the 981 than its predecessors, in so far as there's not very much scope for making any adjustments in such a tight two-seater environment, but there is more legroom and the ability to find the perfect driving position, which was harder to achieve before, especially for a tall person. Similarly, the 981 Boxster's piece-de-resistance is its soft-top. It can be retracted in a swift nine seconds at the press of a button, with no personal intervention needed. The 981 Boxster S was £60,500 when new, so a £30K sticker price five years on seems reasonable. On the other hand, for ten or fifteen grand less, you could enjoy its more elegant, lithe and not a lot less powerful predecessor – a conclusion I came to on my way home in my prehistoric 986.

The 981 Boxster is an exquisite handler and very nearly a current model. Indeed, where it does score over the current 718 Boxster is the fact that it's still sporting a flat-six engine, as opposed to the 718's flat-four turbo

High-quality interior is spacious, too, but only because the Boxster has grown. This one is a PDK, like most of the other cars here. A sign of the times...







Like the 981 Boxster, but with a roof. Typically base models, like this Cayman 2.7, tend not to be hugely specced

# 2013 981 CAYMAN 2.7

**T**he second generation 981 Cayman was unveiled at the 2012 Geneva motor show and released in spring 2013. The base model – like this one – came with a 2.7-litre engine, and as an S with a 3.4-litre motor, both available with either a 6-speed manual or 7-speed PDK.

You might imagine that, given the mid-engined dynamics and handling characteristics, there's not that much to choose between the Cayman and its Boxster sibling, though of course in old money, one's two-seat tin-top, the other's fresh air rag-roof, and hence they offer a quite different on-road experience, though the chassis dynamics are very similar on the twisty bits. Our Chobham venue consists of four long corners interspersed with longer straights, and we carry speed as much as possible throughout, forking off onto a demanding and picturesque mini-Nordschleife known as The Snake, where the corners flow into each other, up and down hill, with a few unsettling cambers, but encouraging a fluency of rhythm going from one to another. It's a technical course, though very satisfying to

get right, and the Cayman is totally at home in this environment. This 2.7 Cayman develops 265bhp, though in the real world it's not disadvantaged significantly from the 3.4 Boxster S. And even in the confines of our test location, given its 'high speed' banking, the handling of the 981s is comparable; firm ride, taut handling, exemplary turn-in and ample pace, accomplished via the PDK shifters (although it must be said, the six-speed manual is one of the best 'boxes around'). Along with the Boxster, it's the purest driving experience here, thanks to its amidships engine location: always gets 'em shaking their heads in the supermarket car park when they see you loading up the front as well as the back! You may not have a back seat with the 981s, but you can accommodate an awful lot of kit, front and back. The Cayman's flying buttress C-pillars that configure the rear of its coupé shape enable a small quantity of items to be stored on the shelf between them, something not available to the Boxster cockpit, though it can be to the detriment of rearward vision.

This Cayman's done 33,000 miles in the hands of one previous owner, and has that

'like new' showroom feel to it. It's an unobtrusive car in its Meteor Grey Metallic colour scheme with 19in alloy wheels and dark blue leather interior, and a discreet way to embark on Porsche ownership. As you'd expect, it comes with most of the modern trappings including heated seats, PCM3, touch screen satnav, parking sensors front and rear, Xenon headlights, power steering, cruise control, Sport Design steering wheel (incorporating shift paddles) and Bose speaker system. I mention all this, because although Porscheophiles take this sort of thing for granted, as a newcomer to the brand you might care to know that the list of accoutrements is pretty inclusive, especially in the modern 981. So, yes, the Cayman is well specc'd, and with its blue leather interior and grey finish it's all very tasteful, if a calm sort of look is what you desire. The 981 is also a significantly newer car than several of our contenders, presenting up-to-the-minute build and tech, with none of the concerns that you might have with the older ones, which are not necessarily in prime condition; which begs the question, why would you not go for the newest model you can afford?

Cayman 981 2.7 is very much the purist's choice, with slightly sharper handling than the Boxster. Again, this one is a PDK. Shame because the six-speed manual 'box is a lovely thing to use



## CAYMAN 2.7 981

<b>Model tested:</b>	Cayman 2.7 981 2013
<b>Engine:</b>	2.7-litre flat six
<b>Transmission:</b>	7-speed PDK
<b>Body style:</b>	2-seater coupe
<b>Economy:</b>	34mpg (combined)
<b>Top speed:</b>	172mph
<b>0-62mph:</b>	4.8secs
<b>Power:</b>	261bhp at 6700rpm
<b>Torque:</b>	206lb ft at 4500rpm-6500rpm



### 996 CARRERA 4S

<b>Model tested:</b>	996 Carrera 4S 2004
<b>Engine:</b>	3.6-litre flat six
<b>Transmission:</b>	5-speed Tiptronic
<b>Body style:</b>	2+2-seater coupe
<b>Economy:</b>	24.8mpg (combined)
<b>Top speed:</b>	174mph
<b>0-62mph:</b>	5.6secs
<b>Power:</b>	320bhp at 6800rpm
<b>Torque:</b>	273lb ft at 4250rpm

# 2004 996 C4S

**W**e move on to the modern-era 911s now. Short of the range-topping GT2, GT3 and Turbo, the Carrera 4S is perceived as the next most desirable of the 996 line-up, its values consolidated by virtue of its high specification and the fact that nothing stands between the C4S and its more exalted brethren. The 996 C4S inherited the Turbo's wide body in 2001 to better incorporate its four-wheel drive transmission system, and was also gifted the Turbo's more aggressive front panel with its gaping nostrils as well as the slatted lower rear panel. Our Basalt Black example hails from specialists Paragon Porsche, so it has excellent credentials. It's four-wheel drive – the clue's in the Carrera 4 appellation – and, being of a certain age, it has the older Tiptronic rather than PDK transmission,

entrenching it deeper in the benign category than, say, a manual 996 C2, because most things are taken care of for you in the guise of automatic transmission and AWD. Black with black leather seats could be a little sombre, but it does have the much vaunted wide-haunched Turbo body and the Turbo's brakes and suspension to match. The C4S is not to be confused with the narrow body C4 model, which is now, unaccountably, one of the bargain-basement 996s. The rewards are also evident in the C4S spec: the 3.6-litre flat-six develops a goody 320bhp and standard features include PSM – another of the marque's endless acronyms, standing for Porsche Stability Management, otherwise known as traction control – plus invaluable on-board computer and 18in Turbo II wheels. New in 2004, it's done 78,058 miles, which is not a great deal for such a car, and it has a full service record – something that you should be

looking out for in any purchasing situation, of course.

A few tours of the test track with its serpentine helter-skelter and tree-lined backroad blast reveals a car that still drives like new, no doubt because it's always been well looked after and treated to a few mechanicals such as new brakes at Paragon. It does feel heavier than the 996 C2 in terms of steering, and the extra weight makes it seem a bulkier beast. Yet, while it lacks the sprightlier character of the C2 it does feel more planted. On a smooth straight the C4S feels more placid than the C2, and in tighter turns the four-wheel drive becomes even more obvious, asserting itself in a way that's completely absent in the steering response of the C2. In a fast winding A-road scenario, the four-wheel traction is amazing. It's extremely efficient, if lacking some of the soul of the C2. A mature person's Porsche? Quite possibly so.

While most 996s have crashed through the floor value rise (good ones are rising now), the 996 C4S holds its value well. Not hard to see why, with its widebody Turbo looks

Interiors don't show age well if neglected. Below: Turbo wheels a standard feature



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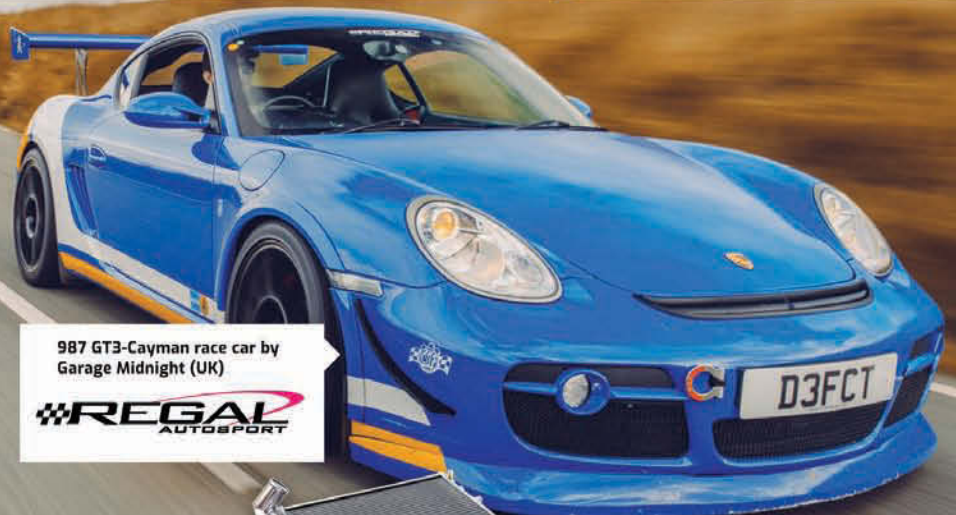
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	Right	7044	7048	7070
	Center/CUP	7057 7053	7053	7068
Boxster	Left	7044	7047	7066
	Right	7044	7048	7067
	Center/Spyder	7057	7049	7060 7068
Cayman	Left		7047	7066
	Right		7048	7067
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987 GT3-Cayman race car by Garage Midnight (UK)



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996 TURBO	
Model tested:	996 Turbo 2003
Engine:	3.6-litre flat-six twin-turbo
Transmission:	5-speed Tiptronic
Body style:	2+2-seater coupe
Economy:	21.8mpg (combined)
Top speed:	190mph
0-62mph:	4.2secs
Power:	420bhp at 6000rpm
Torque:	413lb ft at 2700rpm-4600rpm

# 2003 996 TURBO

**F**irst registered on 1st August 2003, finished in metallic black with dark grey leather cabin upholstery, and currently running aftermarket 18in Fuchs replica wheels, the 996 Turbo is the most powerful beast here. It's a Tiptronic automatic, but on a very powerful car such as this the Tiptronic shift complements its effortless performance. At 111,000 miles it's the one 911 here that most shows its age, though, and at £26K on Ashgood's stocklist it is a snip, considering 996 Turbos can fetch double that at the moment. The inventory also includes electric memory seats, colour-coded centre console, PCM, satnav, Bose speaker upgrade, sunroof, climate control, and it would also be offered with its proper Turbo wheels if required. Mind you, the Fuchs wheels do look quite good, if a bit shiny, and the rim offset on the front ones is harmonious with the hubs. There's an S suffix on the engine lid which doesn't appear to belong – if it was an S it would certainly be well over £30K. Just as a heads up, the 996 Turbo derives 420bhp via two K16 turbos, then there's the 996 Turbo X50 with factory power kit, making 450bhp

from two K24 turbos, and the 996 Turbo S, which has the X50 upgrade along with expensive PCCB ceramic brakes. Its overall condition is average, and it would benefit from a little TLC on the front panel and splitter, and *en route* to Chobham its driver discovers the fuel filler cap release is problematic. That said, it is perfectly usable, stonkingly fast on the track, with handling to match, as well as looking awesome in my rear-view mirror. As one of our drivers commented, 'It is what it is, a 996 Turbo, and whatever may be wrong with it can be fixed, which you might get done yourself for a couple of hundred quid, and you've got yourself a Turbo for £26-grand! So, you're not going to be too fussed about taking it out on track for the day or driving it around your local city because it's already gone through the mileage and depreciation barrier.' Its grey leather upholstery bears the evidence of having had a hard life, though it could be resurrected with a re-connolesing restoration treatment. Mechanically, the Turbo (and GT2 and GT3) also benefits from having a bulletproof (dry sump) Mezger engine, a leftover from the

GT1 Le Mans racing cars and which eschew all lubrication issues. Still, for peace of mind it would be sensible to have an independent inspection done. As for the price, another specialist observed, 'they've come down a little bit; 996 Turbos are not quite as expensive as they were a year ago, but the Turbo is obviously the most tempting here in terms of its performance potential.' If you're new to the marque, remember that a Turbo is an acquired taste. It is docile as a dormouse when easing along the lanes, but open it up and the scenery suddenly blurs as you hurtle towards the vanishing point. Power delivery is instant, even alarming. The twin-turbos come in around 3000rpm, surging car and occupants forward with great gobbits of energy. On a clear stretch of unrestricted autobahn its alleged 190mph maximum is entirely plausible. Whether this works for you depends on your aspirations, and indeed whether a normally-aspirated car might suit you better as a starter Porsche. Having said that, they're all turbos now, but the trad Turbo is a rather different animal.

We thought we'd seen the last of the sub £30k 996 Turbo, but not so. He who dares wins and all that, and this is a lot of car for the money. Not perfect, granted, but worth a punt, surely?

Interior showing its age and miles, but could be easily improved. Fuchs style wheels a nice extra. Tiptronic suits the Turbo well





The 997 interior was a big improvement over the 996, but still doesn't suffer abuse well. Scruffy interior can tell you a lot about previous ownership

## 2006 997 C2S

Unveiled in 2004, the base model 997 Carrera 2 was broader at the rear by 3.5in (88mm) than the preceding 996 C2, but, more significantly at the time, its headlights were reminiscent of the old air-cooled 911's, which many felt realigned the 997 with the classic 911 appearance. Its build quality is certainly superior to the 996, and some argue that the 997 is the best water-cooled 911 you can buy. And, like the 996, there are also Targa and Cabriolet versions, plus of course GT2, GT3 and Turbo iterations, though the fresh-air jobs will be comparable in price to our subject car. The 997 C2S was £65K at launch, so to lose half that in 12 or 13 years' depreciation doesn't seem unreasonable.

This early 997 is an S, and therefore powered by the 355bhp 3.8-litre version of the water-cooled flat-six, rather than the 3.6 of the non-S. As a cautionary note, we should mention that this engine can suffer from bore scoring as well as IMS bearing failure, so it is an important question to ask of the vendor

whether he's prepared to allow an inspection pre-purchase, because repair is prohibitively costly. One specialist of our acquaintance, Joff Ward of Suffolk-based Finlay Gorham, is not shy of buying in 997 Ss that have experienced engine failure, rebuilding their flat-six motors and selling the cars on – for around today's benchmark price – with the assurance of renewed mechanical integrity. Autofarm is another well-known firm that specialises in IMS bearing replacement, employing roller bearings rather than ball-bearing races. Still, such failures are happily rare, and rectification another story. Suffice to say that RSJ Sportscars who've provided today's 997 have over thirty 997s in their showroom, C2s and C4s, both first and second series cars (also known as gen 1 and gen 2), and all their cars are sold with a full year's warranty. Priced at £29K, the one they've lent us here is at the lower end of their price spectrum. It is a very fine car, nonetheless, unmarked, and a good example of a second generation water-cooled 911.

It's finished in Arctic Silver with Ocean Blue leather, and it's done 57,000 miles. While the

996 controls have a basic simplicity to them, the 997's switchgear is more complicated. Transmission is via the five-speed Tiptronic shift, though one might prefer to drive a manual six-speeder to achieve the impression of having total control. It's blessed with climate control, PSM, PASM (which means active suspension), satnav, PCM 2 Sound plus (sophisticated audio), rear parking sensors, Litronic headlights, and 19in wheels. On our B-road-like test track, it's a sublime drive, highly efficient at covering the ground, and untroubled by twists and turns, no matter how fast they're taken. It turns in and sticks to a given line, handling is controlled and composed, and it's taut and positive, the C2 chassis providing excellent steering feedback and an agreeable ride. Even in its rear-drive only configuration it's as secure a driving platform as you could wish for. It's the right mix of modernity and comfort in the traditional 911 coupé shape, endowed with a hit of zap for the driving adventure. And it's a Porsche you can use every day, including the school run (till they get too large!).

We firmly believe that the 997 generation of 911 is the sweetspot of the modern 911 era



### 997 CARRERA 2 S

<b>Model tested:</b>	997 Carrera 2S 2006
<b>Engine:</b>	3.8-litre flat-six
<b>Transmission:</b>	5-speed Tiptronic
<b>Body style:</b>	2+2-seater coupe
<b>Economy:</b>	28.8mpg (combined)
<b>Top speed:</b>	182mph
<b>0-62mph:</b>	4.6secs
<b>Power:</b>	350bhp at 6600rpm
<b>Torque:</b>	295lb ft at 4600rpm



**MACAN S**

<b>Model tested:</b>	Macan S 2014
<b>Engine:</b>	3.0-litre V6 Diesel
<b>Transmission:</b>	7-speed PDK
<b>Body style:</b>	5-seater SUV
<b>Economy:</b>	42mpg (combined)
<b>Top speed:</b>	142mph
<b>0-62mph</b>	6.3secs
<b>Power:</b>	258bhp at 4400rpm
<b>Torque:</b>	428lb ft at 2500rpm

# 2014 MACAN S 3.0 V6

**T**he Macan S turns out to be the group's all-singing-all-dancing troubadour, being a spacious and comfortable SUV with off-road capability, Chelsea Tractor dynamics, and decent performance. It even handles obligingly. On sale at Maundrells in Oxfordshire for £32K, it's painted Rhodium Silver, with black leather seats and Alcantara trim, PDK transmission, air suspension and 20in Spyder wheels. It's in extremely good condition, given its 78,000 miles, and it's had one owner who's logged a comprehensive service history.

Its spec might be all things to all men, but the Macan has yet to win the hearts of Porsche aficionados, and maybe never will, but nevertheless it is an extremely capable vehicle. A diesel, did I say? No? Well, it is, so live with it.

I do a lap or two with the Sports settings switched on and everything hardens up, including the noise. It's very firm, very planted, with little body roll. Sure, it's not a sportscar, but still extremely competent, and you could have your family on board, plus the dog.

For off-roading, the Macan has a 'gradient button', and its dynamic suspension enables two different ride levels and inhibits body roll. It would undoubtedly be better kitted out for a spot of gentle pootling on the pave than, say, the 981 Boxster S, though ultimate grip in such circumstances is down to off-road tyres.

In all circumstances, the handling of Porsche SUVs – Macans and Cayennes – has always been of the highest order. On a shoot in mid-Wales earlier this year my colleague and I encountered a posse of range-topping SUVs randomly blatting around on our route, and we crossed paths during the lunchtime breather at a lakeside café. Turned out to be a product evaluation by Aston Martin, led by its ride-and-handling guru Matt Becker (ex-Lotus) who said that, without question, the Porsches they had under review were easily the best of the bunch.

For some people it could be a tough choice between the desirable 997 C2S and the pragmatic Macan S, simply on account of carrying capacity. The 997 is capable of accommodating two adults and two small children, plus a small supermarket shop, but

the Macan has plenty of cabin and boot space as well as ample performance. But, hey, you do want a proper Porsche, rather than a massaged VW Tiguan (or VW Touareg, in the case of the Cayenne), don't you? In that case you have to be looking at the sports cars lined up here. I'm deaf to the cries of 'Panamera!'

At lunchtime I do a little bit of market research. The Chobham site is very much the province of the movie makers – think Harry Potter and James Bond – and I chat to a Aryan set designer, curious to know what we're up to. She prefers the Macan to all the sportscars. 'Why?' I ask. Her response is apt: 'In England, it's all 20mph in town and 50mph on the main roads, so no point in a sportscar. I grew up in Germany where we drive our cars faster, and you can go flat-out on the Autobahn, but here you have to pick your moment to go fast, so I choose the Macan because it's a comfortable four-seater, and as a lady's car it's nice and civilised.' Not even tempted by the white Boxster then? 'Of course, but if I drive a car like that I will definitely go fast in it, and in a week my licence will be gone!' Tell me about it...

Macan S is the best selling Porsche in the UK. Diesel engine is well suited to UK terrain and it's economical, too, if not especially popular with some

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**911 (997) "C2" 3.6 pdk (09 - 2009)**  
Aqua blue with black leather  
42,000 miles .....**£40,000**



**911 (997) "4S" 3.8 tip (58 - 2008)**  
Silver with black leather  
46,000 miles .....**£37,000**



**911 (997) "4S" 3.8 (57 - 2007)**  
Atlas grey with black leather  
57,000 miles .....**£35,000**



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Silver with ocean blue leather  
40,000 miles .....**£35,000**



**911 (997) "4S" 3.8 (07 - 2007)**  
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64,000 miles .....**£34,000**



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66,000 miles .....**£33,000**



**911 (997) "4S" 3.8 cab (06 - 2006)**  
Seal grey with ocean blue leather  
60,000 miles .....**£33,000**



**911 (997) "2S" 3.8 tip (57 - 2007)**  
Silver with black leather  
53,000 miles .....**£33,000**



**911 (997) "2S" 3.8 tip cab (07 - 2007)**  
Basalt black with black leather  
62,000 miles .....**£32,000**



**911 (997) "4S" 3.8 tip (56 - 2006)**  
Silver with ocean blue leather  
51,000 miles .....**£32,000**



**911 (997) "2S" 3.8 (56 - 2006)**  
Silver with black leather  
48,000 miles .....**£32,000**



**911 (997) "4S" 3.8 (56 - 2006)**  
Basalt black with black leather  
63,000 miles .....**£32,000**



**911 (997) "2S" 3.8 tip (56 - 2006)**  
Silver with ocean blue leather  
57,000 miles .....**£29,000**



**911 (997) "2S" 3.8 (06 - 2006)**  
GT Silver with black leather  
71,000 miles .....**£29,000**



**911 (996) Turbo 3.6 tip (53 - 2003)**  
Silver with black leather  
51,000 miles .....**£40,000**



**Boxster 2.7 pdk (62 - 2012)**  
White with black leather  
32,000 miles .....**£30,000**



**Cayman 2.7 (64 - 2014)**  
White with black leather  
39,000 miles .....**£30,000**



**Cayenne "GTS" 4.8 tip (63 - 2013)**  
Basalt black with black alcantara  
31,000 miles .....**£42,000**

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**PORSCHE WANTED (2003 TO 2014)**



**968 CLUB SPORT**

<b>Model tested:</b>	968 Club Sport 1995
<b>Engine:</b>	3.0-litre 4-cylinder
<b>Transmission:</b>	6-speed manual
<b>Body style:</b>	2-seater coupe
<b>Economy:</b>	30mpg (combined)
<b>Top speed:</b>	157mph
<b>0-62mph:</b>	6.5secs
<b>Power:</b>	240bhp at 6200rpm
<b>Torque:</b>	225lb ft at 4100rpm

# 1995 968 CLUB SPORT

**T**he 968 Club Sport is the yellow peril in our midst, on site thanks to Chichester-based specialist Phil Raby who's selling it for £29,995. Its uncompromising trackday-focused spec means it's relatively austere compared with the rest of the candidates for your hard-earned, but it is a Porsche that's available for £30K. Its competition stance and lightweight cabin materials endorse the impression of starkness, even making it seem cheapskate compared with the other cars. However, it is entirely fit for purpose, and if you're after a trackday weapon rather than everyday wheels this certainly ticks that particular box. There's not a rollcage as such, but it has got a tensioning strut across the rear of the cabin, braced off the 'C' pillars, with four-point harnesses in lemon

yellow enveloping the bucket-style seats. Whilst front-engined Porsches have rather receded into history, they can still provide an exhilarating drive. A 240bhp, 3.0-litre four-cylinder 968 is well worth considering here, and you would probably come away with £10 grand change from your £30K. The 968's handling is neutral, with a hint of understeer, and in a fast corner it drifts rather than the back end coming out at speed – though it's happy to be provoked if so required. Once on the move it comes alive, and it's a fast, well-balanced driver's car, a fast A-road machine, compliant, biddable, and highly entertaining on smooth-surfaced B-roads and back-doubles, as well as being reliable and relatively economical.

This particular 1995 car has done 119,000 miles and, according to Phil, 'has a very good history with a big fiche of paperwork.

It's had a full respray, the engine's been rebuilt, all the suspension has been renewed, but it's been kept original.' It's almost out on its own in this company, being stripped down with everything pared right back to basics: no electric windows, minimalist seating, an absence of trim and minimal sound deadening, so, realistically, unless you're a hardcore boy racer it wouldn't be your everyday car, but it's just the job for attending club events, race-meetings and trackdays. Fittingly, it hasn't got air conditioning, though it does have a sunroof, which doesn't add any weight and lets the heat out during a hothouse track session. And, if you want a car that will hold its value, then maybe the 968 Club Sport is the one, and for a sheer, no-holds-barred driving experience it is also the winner. (See our 968 Club Sport Buyers' Guide, p116).

968 Club Sport in typical tail-squatting, powering out of corner stance. Probably the best handling car of this gathering. The enthusiast's choice

Hard-backed bucket seats are a 968 Club Sport trade mark. Six-speed manual is chunky but accurate. Note wind-up windows for lightness







Interior of 944 Turbo pretty much identical to the 968, despite being separated by nearly 10-years. Most 944 Turbos came with air-con. Right: Fuchs a rare but very desirable option on 944 Turbo

# 1986 944 TURBO

**W**hile the 968 is the final evolution of Porsche's front-engined sports cars – available in coupé and cabriolet configuration – it's worth bearing in mind that a 928 V8 muscle-car could also be a contender here, with a wide range of potential options and prices available: for example, 928 S4s start at £11K and go well above £30K. But to add scope to our front-engined options at a more usable and economical level, Roly Baldwin from Eporsch has brought along a 1986 944 Turbo, with 114,000 miles under its belt. It's a 5-speed manual shift – the two front-engined cars with transaxle gearboxes are the only manuals here – and it's of its time. It feels fairly solid even compared with the 'hewn-from-stone' 996 and 997 brigade, but

what this would give you is a performance car well within the prescribed budget. It's a shade under £20,000, and is painted an unusual Mahogany Brown, with Fuchs wheels which is also rather special. According to Roly, 'there were never that many 944 Turbos, and there aren't very many with that finish.' Why would you consider the 944 Turbo against the 968 Club Sport? Simply because it's more comfortable for cruising around, whereas this particular 968's going to be more track-focused with commensurately hard ride. 'The 944 is way more usable, but not so much fun; it's a bit lazy, that turbo engine, and you have to wind it up. But they are good value for money.'

The 944 Turbo has a similar vintage feel to its 968 sibling, and it's clearly been well looked after, though it's not all its original pigment. The interior is in good shape,

though I struggle slightly with the diversity of velour and leather seat upholstery, door panels and carpet which runs up into the armrests, although there is a homogeneity to the overall effect. It has a sunroof, which is a bonus. The seats are low and flat, inviting a long-legged driving position, and on the test track it goes well enough. It drives smoothly, giving respectable performance – with 220bhp – and it's a well-built car by '80s standards. But, personally, it lacks the more sophisticated character of the 996 and the 997, and I think you have to love its particular coupé shape with its greenhouse rear hatch and lie-flat headlights to want one. And, if you do, another way to go could be to source a replica of the wide-arch 924 Carrera GT, probably available for similar money to this, though the genuine article would be a great deal more.

Is this not a lovely thing in Mahogany Brown and running on Fuchs? It's a super early 944 Turbo, too, and when new slightly more expensive than a contemporary 911 Carrera 3.2



## 944 TURBO

<b>Model tested:</b>	944 Turbo 1986
<b>Engine:</b>	2.5-litre 4-cylinder, turbo
<b>Transmission:</b>	5-speed manual
<b>Body style:</b>	2-seater coupe
<b>Economy:</b>	30mpg (combined)
<b>Top speed:</b>	152mph
<b>0-62mph</b>	6.3secs
<b>Power:</b>	220bhp at 5800rpm
<b>Torque:</b>	243lb ft at 3500rpm

# THE CHOICE IS YOURS



**W**e have a pretty good spread of options here – mid-engined sports cars, traditional 911 coupés, front-engined coupés and an SUV. We could have added a Cayenne and a Panamera, which would certainly tick boxes for some buyers. And since one of the biggest costs of ownership is depreciation, a £30-grand car is going to depreciate a lot less dramatically from now on than one worth £90-grand. Indeed, until recently, prices were hardening. Anyway, £30K is a nice price range for used Porsches in general, and it's easily enough cash to buy a really good car, but you're not going to feel pressured to use it every day in order to get your money's worth out of it.

But the glaring omission from our Chobham check-list is an air-cooled car and, even though a search reveals there are a handful on the market slightly in excess of our £30-grand price tag, no one I solicited was prepared to get involved and bring one along: 'it's a project car,' said one specialist vendor harbouring a 964 in his yard, 'and I wouldn't want to delude your readers into thinking that they could get a usable air-cooled 911 for that money, when the reality is it will need to have the same again spent on it to bring it up to scratch.'

Sign of the times: air-cooled 911s now generally cost at least double our suggested budget. Nevertheless, if an air-cooled classic Porsche is what you are after, you could find a perfectly usable 964 C4 Cabriolet with manual shift for £35K at Eporsch, with a reasonable 90,000 miles on the clock. Indeed, not so far out of our price band, really, that we couldn't have legitimately had it in the frame here.

Summing up, then, it really depends what you want to use your Porsche for. These cars are all quite different, so if you want a track-day vehicle then obviously it has to be the 968 CS, and if it's a family car you're after, then go for the Macan. If it's to be a front-engined car, the 944 Turbo is perfectly adequate, though it's worth trying an S2 version and, indeed, a non-Club Sport 968, too. The 997 C2S is great value for money for a modern 911, and the 996 C4S is the safe pair of hands in the water-cooled 911

department. The 996 Turbo is the wild card, a bit of an unknown quantity at this price and mileage, though low mileage ones cost double. The as-new condition of the late-model 981 Boxster S and Cayman bestows a particular appeal on them, while being in Boxster mode in this blistering heat with the top down, as opposed to being incarcerated in a coupe, has a separate attraction. The rag roof of the white 981 shouldn't be a deterrent to all-year-round motoring; as an everyday Boxster boxer I can vouch for the weatherproof and cossetting qualities of the electrically powered canopy. In fact, if it was my own £30 grand on the table, it would be a toss-up between the Boxster which has two distinct modes of expression, and the 997, which is the purest of the modern 911s. By any standards, £30 grand is a respectable amount to spend on a Porsche, and if that is your budget, lucky you, and happy hunting. **PW**

Hard to argue against the Boxster and Cayman, particularly (Macan excepted) as they are the two most contemporary cars gathered. The air-cooled boat has sailed, with only 'projects' available at our £30,000 price point

## CONTACT

Thanks to the firms and individuals who provided the cars for the shoot: Maundrells, ([maundrells.co.uk](http://maundrells.co.uk) Tel: 01235 762033) who supplied the Macan 3.0 V6 diesel S. The 981 Boxster, 981 Cayman and 996 Turbo were provided by Ashgood Porsche ([ashgood.co.uk](http://ashgood.co.uk) Tel: 01753 299315). The 944 Turbo came from Roly Baldwin of Eporsch ([eporsch.co.uk](http://eporsch.co.uk) Tel: 01483 799245). The 996 C4S was provided by Paragon Porsche ([paragongb.com](http://paragongb.com) Tel: 01825 830424). The 997 C2S is from RSJ Sportscars ([rsjsportscars.co.uk](http://rsjsportscars.co.uk) Tel: 01753 553969). And the 968 Club Sport came from Phil Raby ([philipraby.co.uk](http://philipraby.co.uk) Tel: 01243 780389).

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Words and pictures: Jeremy Laird

# ONE-STOP BOX SHOP



The 986 Boxster is the bargain of the moment and an ideal first Porsche. But how do you go about buying your first Boxster? *911&PW* investigates with a little help from 986 specialist Flat Six Classics



Sean Dewhurst, main man at Flat Six Classics. Boxsters are his thing and he won't sell you a duff one



**I**n the midst of the market madness, with air-cooled 911s spiralling ever further out of reach and punters falling into pitched battles over allocations for the latest unobtainium Porsche GT car, there remains an oasis of accessible, affordable calm. We give you the humble 986 Boxster. Rejoice, all ye Porsche lovers, for the original Boxster is still relatively unloved and thus conspicuously cheap. It is the ideal first Porsche.

Not that you'd know it from current market values, which can dip under £3000 for usable runners, but the 986 is one of the most important models in Porsche's history. It's the car that turned things around after the nadir of the early '90s. It set the architectural template for every Porsche sports car since.

It's also a fantastic sports car in isolation, not just historical context. It's seriously sweet to drive thanks to its honey-smooth flat-six motor and friendly mid-engine chassis. It's modern enough to be brilliantly packaged and thus entirely practical and usable. It's even reliable, whatever the horror stories might have you believe. And yet it's old enough to deliver the sort of genuinely analogue experience that Porsche's current stable, stellar as it is, no longer offers.

In short, the 986 isn't just the ideal starter Porsche. It's a Porsche you could own and enjoy for many years to come. And now is the perfect time to buy. But if we've hooked you with the hot and heavy sales pitch, where exactly should you start when buying? You could do a lot worse than getting in touch with the likes of Flat Six Classics in Devon. The newly established brainchild of Sean Dewhurst, you can think of Flat Six Classics as something of a one-stop Box' shop. Want a Boxster? Sean's got a rural

barn full of excellent examples.

His background includes 20 years in London working in advertising before moving down to Devon and running a number of car-focused businesses, from classic car hire to restoring 1970s three-door Range Rovers with his own two hands. The idea for his new venture with Boxsters began to form when he took a punt on a leggy 3.2 S. "I bought it on eBay, sight unseen. Probably the worst way of buying a car in the world. However, I was pleasantly surprised. It had stone chips and a dent on the back. But I spent the

money where it matters to get it driving right and I just loved it," explains Sean. And so the seeds were sown.

“It's a Porsche you could own and enjoy for many years to come”

After some investment in the barn to improve its ventilation and insulation, Sean set about studying the Type-986 Boxster and acquiring stock. The result, on the day we visit, is a grand total of 12 986s, a 987 Cayman and a fluent, easy command over the subject of Porsche's first truly modern motor car. "When I started the business, I thought there would be a mix of 987 and 986 Boxsters, plus a few Caymans. But I've bought almost exclusively 986s. One reason is that 987s are still depreciating. They don't necessarily have the build quality advantages over the 986 many assume, either. Most people say 987 interiors are nicer, but the quality of the plastics isn't actually that great

road debris which can not only cause direct damage but also trap moisture and eventually lead to rot. If you're inspecting a Boxster, shine a torch through the front vents either side and look out for either staining on the condenser or its bottom edge beginning to peel away. That's a sign you're going to have to change the condensers and possibly the radiators."

in a 987. The 987's interior door handles are plastic, for example, whereas the 986's handles are metal," he says. Sean also reckons the 987 is stuffed full of more electronics, while the 986 is that little bit simpler and purer. Porsche's PSM stability management is a relatively rare option in the 986. Anyway, what does Sean reckon a prospective 986 buyer should look out for? "You need to be very wary of the condition of the aircon condensers and the coolant radiators," he explains. "They sit in two pods up front and collect leaves and

Next up is the chassis and body. "Listen out for creaking from the lower coffin arms," Sean says, which indicates ball joints on their way out. "Check the brake discs for excessive corrosion on the inner faces and have a look at the bump stops beneath the top mounts. These tend to perish and fall apart." Corrosion of the hard brake lines is another problem area, so look out for that in the MOT history as an advisory.



As for the body, Sean agrees that 986 Boxsters resist serious corrosion well. “You shouldn’t find any rust on a Boxster. If you do, it’s often a sign of a poor repair. But look out for the usual dents and stone chips, particularly on the front bumper and bonnet. They also suffer from some stone chipping on the back edge of the front wheel arch where it curves around into the sill, so check that it hasn’t compromised the protective coating there.” Sean similarly says the protective coating on both the jacking points and the seams along the bottom of the sills is sometimes damaged if owners or workshops have been clumsy lifting the car, allowing rust to set in.

Sean thinks the exhaust system of the 986 is generally robust, “but the fixings – the bolts and clamps that attach the various elements of the exhaust together – corrode away to nothing and eventually fall apart. The parts themselves aren’t expensive, but the labour can add up.” Another issue to be

aware of, he says, is water ingress. “Inside, check the carpeted section on the bottoms of the doors. Feel along the carpet for any damp. Water can get past the membranes inside door cards and that can collect in the lowest part of the floorplan underneath the seats. That’s where some of the electronic control systems are, including for the alarm system and the immobiliser.”

Otherwise, he reckons, the interior is hard wearing. “There shouldn’t be lots of trim rattles and the seat leather is tough. So, if the driver’s bolster is very worn or torn, consider how that aligns up with the claimed mileage,” he explains. Slightly more fragile are the electronics. “Things to check are that the roof is operating correctly and that all the microswitches work. Starting from the outside, as soon as you lift the exterior handle, the window should drop fractionally and then the door unlatches. Likewise, if you unlatch the header rail on the roof, if the windows are up they should drop by a few

inches before you put the roof down.”

While we’re talking about the roof, Sean says the condition of the rear plastic screen is a common problem on the earlier cars. “It can become cloudy due to exposure to the sun or crack when it’s cold and the roof is being lowered.” Sean also warns that the integrated cables along the edges of the roof fabric which hook into the plastic guides around the windows can cause problems. As the roof ages, they can begin to pull down over the guides, which can stress the mechanism and lead to major failures.

Other sundry items for your checklist? Check under the rear boot carpet near the expansion tank for damp or moisture, which could indicate the tank is splitting. Then there’s the clutch pedal. If you’re not specifically familiar with 986s, this can be tricky to judge. A healthy 986 clutch will be heavier than a modern hatchback. But if it’s very heavy, that’s an indication the clutch is nearing the end of its working life.

With this many 986 Boxsters on one site, it’s easy to try out 2.5, 2.7 and 3.2 options back-to-back

Below left: Each car comes with its own comprehensive history and detail file. Below: It’s all about condition, rather than engine size and specification





Interiors are relatively hard wearing and well appointed

Of course, no 986 Boxster discussion would be complete without tales of woe concerning its M96 engine. The reality, however, is that well cared for 986 engines don't often go pop. They very rarely, if ever, suffer from bore scoring. Failure of the IMS bearing is the great fear, of course. But it's actually pretty uncommon and, unlike bore scoring, there's preventative action that can be taken for around £1000 to £1500. Other than that, 3.2-litre engines can suffer

all about the S model," he says, "but I've found there's been as much demand for the smaller engined models as the S. I've sold two 2.5s out of six cars so far. The 2.5 is really delightful to drive. They feel lightweight, the steering is lighter because they're generally on 17 inch wheels. The whole car feels delicate and well balanced."

In fact, Sean says one recent customer arrived thinking he wanted to buy a 3.2, spent the day experiencing all three engine

a nice collection of options and a distinctive visual package. But it doesn't really drive any differently to a similarly-specified 3.2 S.

But what, you will now be wondering, should one pay to get into 986 ownership? Unless you're a tinkerer and happy to get your hands dirty, avoid the very cheapest cars. Solid, private examples start around £4000 to £5000 and represent a huge amount of car for the cash. A workable higher mileage 3.2 S can be had for as little as £5000 but will probably need at least a little remedial attention. If you want lower mileage, say 60,000 or less, and something sorted, prices tend to be higher. But budget at least £7000 for a decent first generation S bought privately, £8000 and up for the facelift model.

Of course, if you want a little more protection plus some well-informed pre-sale prep, the best traders will charge you more. Sean's cars span a range from around £8000 to £12,000, depending on age, specification and preparation. But here's the thing. Even at the top end of that scale, the 986 represents stellar value compared to pretty much any other car on the mark, from any brand. For sure, 986s aren't about to rival early 911s and command six-figure sums. But they surely can't stay this cheap for much longer. Don't delay. Get Boxster buying today. **PW**

“ Sean has been surprised how popular the 2.5 has been ”

cracked heads, and timing chains have been known to snap. But those are edge-case failures, not serious concerns. Certainly, Sean is confident enough in the basic soundness of Boxster engines to provide six months and 6000 miles of full mechanical cover, underwritten internally rather than by a third party warranty firm.

All of which brings us to the minor matter of which 986 to go for. So far, Sean has been surprised how popular the 2.5 has been with customers. "I thought it would be

capacities and ended up leaving with a 2.5. That's the beauty of having all the options on hand. You can make an informed decision. The facelifted 986 that arrived for model year 2003, likewise, only adds a little power. Buyers are more likely to find convenience upgrades, including the glass rear screen and glovebox, and cosmetic items, like restyled bumpers, steer them towards the later cars than a few percentage points in engine power. As for the limited edition 550 Spyder, it makes for

Prices range from £8000-£12,000, complete with warranty. What's not to like?



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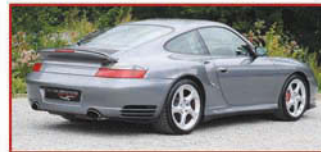
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# COVERING YOUR TRACKS

It's all very well buying the car of your dreams, but there's the not so small matter of insuring it as well. That may not be as straightforward as it might at first seem, writes Johnny Tipler, so we contacted a few specialists for the big picture

**T**he blue lights began flashing. I'd gone past at a steady 70, but for a few miles the Jam Sandwich unwaveringly tracked my every move. Then, just before the M4's Membury Services, the lights came on. A lone rozzar gesticulated vigorously as she came alongside that I should follow her onto the slip-road, and we turned off into the small police barracks hidden in the woods. "Our database shows that your car is not insured," she explained. I assured her that it was, and the renewal should have gone through the day before. Nope, it wasn't logged on their system. I showed her emails between me and my broker to assuage her doubt, but it was not sufficient, and she wrote me a citation, suspended till the Monday – by which time I would be in France – but a swift call to my broker ensured that cover would be

confirmed for her benefit. The upshot was that my policy renewal had simply not been recorded by the Police database, though it was not clear what had aroused her interest in the first place. I may be a speeder but I don't muck about when it comes to official stuff like insurance. The incident of the equestrian imprint, when the rampant horse sat on the rear of Mrs T's Boxster a couple of years ago, was proof of the efficacy of insurance, because the damage was covered.

So, you have to get insured, and some of the factors that will affect the premium you pay are your age, the number of claim-free years driving experience you have, and the age, make and type of your car. If it is your first time with a Porsche there are a number reputable firms to seek cover from. I spoke to Emma Airey of RH Insurance, and here's what she would be looking for: 'the main

thing we're interested in, irrespective of age, is the vehicle being used as your second or third car; that's the key criteria for us, really. We're not interested in modern Porsches that are used as everyday cars, we like them to be cherished, used relatively occasionally, and if they can cover under 5000 miles a year and be kept garaged, or at the very least on the driveway, but not the road, so much the better.' They don't just deal with classic Porsches rather than modern ones: 'it could be a modern-day Cayman or current 911, it's the usage of the car that's more important. So, if somebody was planning to commute to work in their Porsche every single day we would not insure that on its own. If they already have a special Porsche, irrespective of age, and it's being used gently as a classic, kept garaged, under 5000 miles a year, and then they buy





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Words: Johnny Tipler Photography: Antony Fraser

# TINKER TAILOR

There are many ways to create your dream Porsche: you can spend weekends tinkering, or have a specialist tailor it to your liking; or, more rarely, you can buy an off the shelf factory-made pastiche



One of them you can drive to your heart's content, as fast and rampageous as you like, while the other, more than likely, has only the life of a garage queen to look forward to. We're presented with a couple of exquisite 997s, one a refined rebel rouser, the CSR Retro created by RPM Technik and the closest thing to a professionally-made outlaw 997; the second is a limited-edition factory-built special, the Sport Classic, quite the most beautiful and understated example of the 997 line-up, if not the entire range of earlier water-cooled 911s. And here's the issue: are Porsches

for driving or hoarding? The former, surely, no question. Even the Porsche Museum makes a good fist of airing priceless exhibits, so you'd hope that the same philosophy applies to cars like our 250-off Sport Classic; indeed, it can be: in the past I've been handed the keys to two of them by their generous collector-owners.

Their tweaked and personalised specifications reflect a desire to challenge the conventional, yet, given the superficial similarities linking them, the moot point is not about their respective aesthetics, so much as relative values. The 997 Sport Classic is a wonderful car, sufficiently rare so as to command a £quarter-of-a-million

price-tag, minimum, while RPM Technik's 997 CSR Retro is more like £50–60K depending on spec, for which you get a bespoke 911 that you don't feel in any way inhibited about using as your daily driver. There's the rub: the 997 Sport Classic loses value the more it gets used, while the beauty of the 997 CSR is that you can revel in its usability.

We've come to Lakeside Classics, based in the glorious Shropshire countryside near Shrewsbury, who have one of the three 997 Sport Classics currently available in GB (as far as on-line ads would have us believe). It's one of only 33 configured in right-hand drive, and





it's done a mere 3000 miles, so we're not about to add a great deal to that. Conversely, Phil Churchill – he of the racing Boxster featured recently on these pages – has driven up to meet us in his freshly-finished RPM Technik 997 CSR Retro, which we'll take for a run up on

bespoke versions of the water-cooled Porsche range; their first effort was a 986 Boxster S, by coincidence newly returned to their Hertfordshire premises with 175K miles on the clock and still going strong. Having tinkered with my Boxster and 996, it's a pastime I am totally in accord with.

Boxster/Cayman CSR, 996 CSR, 997 CSR, as well as Retro versions of both the 996 and 997 CSRs. Cost-wise, a 'donor' 997 could have a price tag of £25K, plus another £25–£35K for RPM Technik's CSR conversion. The difference in the price bracket is driven primarily by level of interior re-trimming. How is that expense disbursed? On the engine side, the air filter and exhaust are exchanged for optimised CSR versions, with Evans waterless coolant and low temperature thermostat installed. As far as the driveline is concerned, there's a lightweight clutch and flywheel, limited-slip diff and short-shift kit. Suspension upgrades on the gen 1 997 CSR means swapping active dampers for coil-overs and consequent deletion of PASM, which is incompatible with hunkier aftermarket gen 1 coil-over systems. Performance discs and pads are employed, plus new lower arms and Polybush joints are fitted, along with polyurethane engine mounts, and, finally,

The 997 Sport Classic was Porsche's own take on the whole retro 911 vibe

## “ It's like creating and expanding on your car's personality ”

Shropshire's spectacular Wenlock Edge.

Let's take a look at Phil's car first. It's based on a 997 C2S, with upgrades – customising if you like – to engine, suspension and bodywork. RPM Technik launched their CSR programme in 2010 with a view to producing more focused,

Apart from cosmetics, RPM's CSR Boxster 986 featured KW suspension, short-shift kit, lightweight clutch and flywheel and a modest ECU upgrade. It's like creating and expanding on your car's personality. RPM's CSR faction has its own dedicated website, and they'll deliver the mods on the 981

Phil Churchill's RPM CSR build was very much influenced by the Sport Classic look, hence the subtle stripes and, of course, the 'ducktail' style rear wing





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geometry set-up with corner weighting is carried out. Setting the whole thing off, wheels are HRE alloys shod with Michelin Pilot Sport, or 2s for track days. Bodywork revisions include three front bumper options with custom running-light set-ups, CSR carbon ducktail engine lid, CSR carbon front lid, and retro graphics pack. Cabin refinements include Recaro bucket seats, Alcantara dash, steering wheel and gearlever shroud, CSR rev-counter, and coloured seat belts. The flexibility of this programme means you can either place a donor car in RPM's hands and have them get on with the CSR transformation, or get them to source you one, or you can have it wrought on your own car over time, bit by bit, as funds allow. Phil Churchill took the first route, so his Metallic Basalt 997 emerges with its original hue intact plus the bodywork mods and graphics, and the suspension and engine work done. Depending on how keen you might be to emulate the 997 Sport Classic or another star from the Porsche firmament, you'd have to factor in a respray – or equally

effective spray-wrap. Phil's take on the CSR theme for his 997 is highly personal: 'It's really been about piecing together bits I've seen on other cars,' he says. 'I saw a 996 with tinted rear windows which I thought looked quite good, so I did that. And then the GT2 smile vent; I've got speed bumps down my road, so I wasn't sure how low I could go with the front end, and doing that properly would have been a few £ thousand, so, cost effectively, I put the smile vent on and the splitter and we'll see how we get on. The GT2 smile divided opinion, but I can get rid of the splitter if it gets trashed. All in-house stuff, and it's got the short-shift gearchange and lightweight flywheel, which makes the car feel so much more alive. And the geometry, you find yourself changing lanes before you've even thought about it. CSR is more of a brand, so you get a chassis number, and if you scan that you can pick up the spec of the car. Mine is Chassis 023, and these are genuine 19in factory Fuchs wheels, and Michelin Sport Pilot Cups, 235/35s front and 295/30s on the back. It's got dual-valve

suspension so it's stiff when you lean on it, but there's some give with the potholes. I've got the red rev-counter and the CSR mats tying it all together.'

We'll see how it all stacks up on the road in a minute, but first let's have a resume of the 997 Sport Classic, which provides the other side of the coin, so to speak. It sets out to evoke, if not recreate, Porsche's illustrious history, rather like the newer 991R. The one at Lakeside Classics is number 169 out of the 250 cars built. The model was introduced at Frankfurt in 2009, on sale from January 2010 and priced at £140K in GB. At least double that today. Most obvious references to an era that's by no means bygone are the ducktail engine-lid spoiler, the pair of retro racing stripes over the roof and front lid, the Zagato-style (Carrera GT) double-bubble roof, while the front panel is bereft of splitter, but retains minimal lower air scoops sculpted from the valance, plus black grilles. Lakeside proprietor Henry Thomas admires the Sport Classic. 'I do love classic Porsches,' he declares, 'and one of the most distinctive

The 997 Sport Classic was unique in that it used the Carrera 4S bodyshell, but in 2WD form

Espresso brown interior is classy and a riot of leather, with every available surface trimmed, right down to the coat hooks on the backs of the seats







The wheels are factory made 19in Fuchs. Well, nothing else would do really

hallmarks for me is the ducktail, and that's why I went for the backdated 2.7 RS look for my own car. I know we live in a world where it's all about originality, especially for investment purposes, but a fair number of companies are taking their favourite aspects of Porsche and blending them together to make the perfect 911, so in this respect the Sport Classic represents almost an outlaw 997, done by Porsche themselves, which makes it original. They have taken the most identifiable characteristics of the 911 and blended them together with a frankly unlikely colour combination that's incredibly subtle. The fact that it's a 2S, as opposed to a 4S, yet it still has the wide body at the back, makes it unique in that respect, too.' So, the bodyshell is 44mm broader-beamed in that respect, and the aerodynamic profile of the sills is different from standard. There are vents behind the rear wheelarches to disburse hot air from the brakes, while lights are subtly different from normal front and rear, and the stone guards on the leading edges of the rear wheel arches are in matching grey. The fuel cap purports to

Wide rear, twin pipes and a GT3 RS style rear apron dominate. Minus the wing and in any other colour, the Sport Classic would look perfectly contemporary

be classic alloy, and the doors are also in aluminium. The Sport Classic runs on 19in factory-made Fuchs alloys, shod with Pirelli P-Zeros, 235/35 ZR 19 on the front and 305/30 ZR19 on the back, consolidating the period look. Its 3.8-litre Carrera S flat-six develops 23bhp more than standard, giving 403bhp, achieved via mods to the intake manifold and airflow, and a special exhaust

classic ceramic composite brakes. It's also equipped with a limited-slip diff, and suspension features PASM with 20mm lower ride-height and wider rear track. Beautiful and distinctive, it's the bourgeois belle compared with the racing bias of its contemporary 997 exclusive, the 4.0 GT3 RS. The Espresso brown and hound's-tooth woven leather and tweed cabin is also

“ The Sport Classic is almost an outlaw 997, built by Porsche ”

system with split twin tailpipes. It's coupled to a short-shift six-speed manual gearbox rather than an overly modern PDK 'box, enabling a top speed of 187mph, while 0-62mph takes 4.6sec. Under the ducktail lives a carbon air-intake box that's labelled as the Porsche Exclusive Power Kit. Anachronisms are all very well, but the Sport Classic is fitted with distinctly non-

agreeably different to standard fare, and the Recaro seats are comfortable and supportive, while the basket weave upholstery is echoed in the door panels, so the impression is of a largely brown interior. The paired grey racing stripes are echoed on the gear lever knob and the rev counter, too. Surprisingly, the dinky rear seats are present as well, and the 911 Sport Classic





legend is embossed in the headrests, scripted in chrome on the door sills, while the glovebox lid reveals its numerical ID.

We've deferred to Lakeside's request that we don't drive the car, simply because they don't want any more miles on it. But I have driven a couple of Sport Classics in Europe, and I can recount what they felt like behind the wheel. You get a superb driving position, arms bent and close to the wheel, a taut ride, though not bouncing overly on the bumps, and predictable behaviour. From the outset, it's beautifully responsive on the throttle, accelerating without drama but still going hard, and there's a different exhaust note when notching up and down through the gears. On a stretch of dualled A-road where it can be opened up it proves to be seriously fast, a fabulous car, with coordinated looks, ergonomics and controls, offering dazzling performance and predictable handling. No hot-rod, this; it feels like a favourite armchair, unpretentious and enigmatic in appearance; the concept's right, and it's easy to see why someone would want to replicate it. But why

did they make just 250? Is it cynical to suggest it was always destined to be unaffordable to the majority of us? Now, if there were 25,000, or 250,000, perhaps we'd all be in with a chance. As it is, we have to do our own thing; dare to be different, eh!

And here's where RPM Technik come in. Phil's 997 version has that purposeful stance of a lowered 911, and it looks – and sounds – like it means business; the exhaust is certainly way fruitier than the Sport Classic. The acute steering feedback manifest on the road is a geometry thing – they've not put a quicker rack on it – it's a combination of ride height, geometry set up, and new KW springs and dampers. RPM's Commercial Director Darren Anderson tells me, 'We're going to be standardising the CSR suspension with KW coil-overs. This decision was driven by the quality and diversity of their product, and our ability to create bespoke CSR products based on their off-the-shelf suspension packages.'

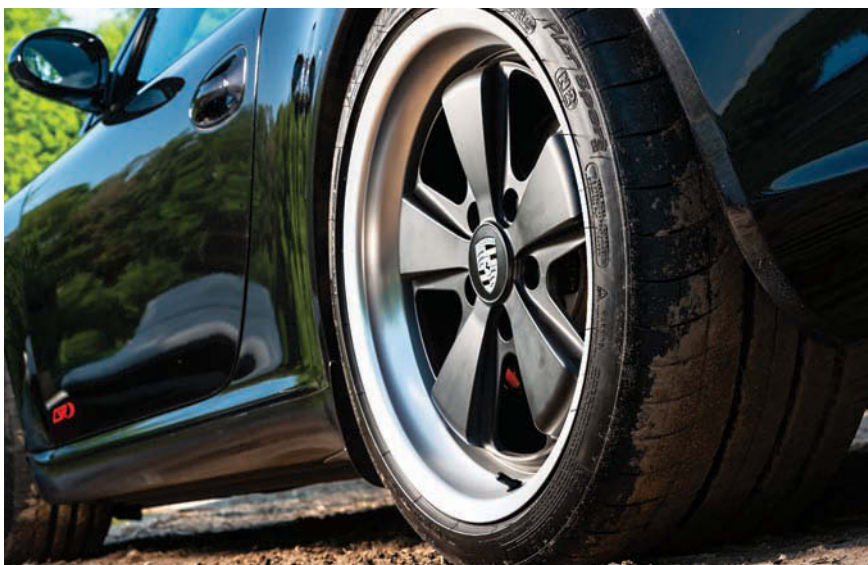
What about the donor car? It's a 2005 gen 1 997 C2S, with sunroof. 'The price of

gen 1 997s has picked up so there are not quite so many cheap gen 1s available,' says Phil, 'and if you haven't got total confidence in the engine then you have to factor in an engine rebuild. It took me almost a year to find this car.' However, he views the CSR as 'being a bit more cost-effective than buying a later model, which is quite a financial commitment, which I'd then have to spend out on to get it how I want it.' Phil's CSR has a low temperature thermostat, which is seen as an engine preservation measure. His engine hasn't been rebuilt, because it is a Porsche replacement unit, exchanged under guarantee probably because of bore-scoring. 'It had a bore inspection when I bought it, and was found to be absolutely fine, so I just left it well alone, but RPM generally recommend having an engine rebuild if it's a gen1 unit, though they regard the gen 2 as being more reliable.' There's attention to detail in the cabin, of course. 'I think with both the 996 and the 997, the interiors are what lets them down, because they are not like an old air-cooled 911

Phil Churchill's CSR is based on a gen 1 997 C2S, which is a more cost effective 997 entry level, but riskier in terms of engine issues. Phil's car had already had a replacement engine from Porsche, probably due to bore scoring

Red trim details and CSR dials lift the interior. 997 interiors can suffer from wear and tear, but replacing and renewing the odd scuffed and worn piece of trim can really make a difference





Factory 19in Fuchs are essential to the whole retro look, as Porsche realised itself, with the Sport Classic. Tyres are RPM faves in the form of Michelin Sport Pilot Cup

where the patina just gets better the older it gets. The 996 interior is beginning to age quite nicely, but all of them get worn out, because the materials aren't brilliant. If you take out worn out and slightly scuffed items and put lovely new things in, it lifts the whole thing.' In Phil's case, detailed upholstery choices were made based on trim samples supplied which Phil selected from, picking up a riotous symphony of red and black in the material. As for the exterior, panel fit is impressively tight. 'I could have had a lacquered carbon-weave CSR engine lid,' says Phil, 'but I wanted it to look a bit more stock so I elected to have the top surface painted black. It hasn't had a complete re-paint, they just did the front bumper and bonnet, and the stripes, and the rest has just been polished.'

As good as a 997 Sport Classic? Well, it's certainly 90% there, we'd say and each CSR build is unique to its owner's specification

Out on the Shropshire moorland roads it's a hoot. Immediately I sense it feels beautifully poised. There's a positive tautness about it, and it entices you to revel in its perkiness. It pulls sharply in every gear,

a gain facilitated by the lightweight flywheel. Immediately the chassis feels stiff and the steering input is direct, and as for the ride, well, you feel all the undulations in the road, especially up on the moors, but then that's par for the course with fine-tuned suspension set-ups. The effect of the lightweight flywheel

drivability stakes, the CSR is more like a GT3, whereas the Sport Classic is a rather softer proposition.

In conclusion, the rare 997 Sport Classic is an art object, while RPM Technik's no less distinctive 997 CSR Retro is a usable thrill machine. No question: much as I like the

“ Out on the Shropshire moorland roads it's beautifully poised ”

means that I do have to apply slightly more revs than I would perhaps otherwise do to avoid stalling on take-off, but it does get up and go extremely rapidly. Throttle response is absolutely on the button, and turn-in precise; it drives exactly where I guide it, while the steering also feels light, and it's a beautifully balanced combination. In the

Sport Classic, the cost factor points me straight to the CSR. Plus, I've always loved modifying cars – my last three Porsches tell the tale – and the RPM Technik route is more my thing than buying a readymade that the factory has already done the tinkering with. Now, where's that customising catalogue? **PW**



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## HERITAGE PARTS CENTRE

Heritage Parts Centre has been supplying top quality parts and accessories to VW enthusiasts for more than 30 years; hence it was almost a natural progression to expand the parts range to cover Porsche components, too. Paul Knight heads for Shoreham in West Sussex to visit the warehouse and HQ...

Words & Photography: Paul Knight



**A**s we pulled up at the warehouse it was clear that this was a large and professional operation, which is set up to ship parts worldwide from the Shoreham HQ. However, this doesn't mean that it's a faceless corporation – far from it! Heritage Parts Centre is filled with proper petrolheads and car enthusiasts (more than 80 at present), from the sales team

right through to the warehouse crew. The business was established in 1986 and the ethos remains the same today as it did back then, i.e. that it is run by enthusiasts, for enthusiasts. This means that every item that Heritage Parts Centre sells has been quality checked and inspected to ensure that only the very best replacement parts for your vehicle are supplied rather than the cheapest or inferior-quality items that a

less scrupulous supplier might send out. These parts are sourced from specialists around the globe and the expert team is continually seeking out previously unavailable replacement parts and helping to develop new items with suppliers to ensure the product range continues to grow.

The Porsche side of the business was launched last year and there's already a good selection of parts for most Porsche

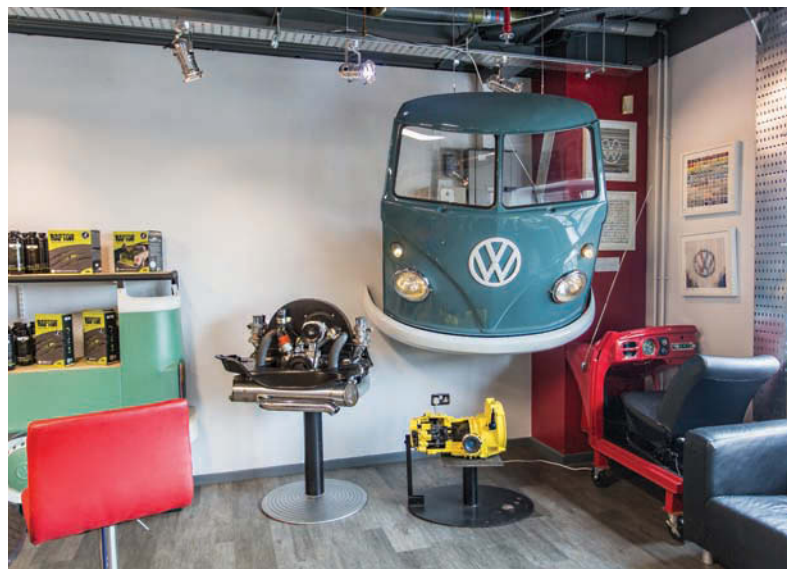
Well known in the VW world, Heritage Parts Centre launched its Porsche arm of the business last year



Parts are all good quality, as you would expect, with a mix of O/E or O/E equivalent



Plenty of distractions in the shop front area, although mainly of the VW variety



models listed on the website (with more than 3000 items on the shelf/ready to ship). As the VW side of the business had a well-developed infrastructure, the same next-day delivery and excellent customer service that Heritage Parts Centre prides itself on applies to the Porsche parts, too. That infrastructure means that parts are picked, packed and shipped as soon as your order arrives via the clever, computerised ordering and stock system.

As we walked through the sales office and chatted to some of the staff, it soon became clear that the dedicated Porsche sales team were very knowledgeable. Answering queries and helping customers to find the right parts is all part of the job, and these guys will go out of their way to help track down the parts you need if it's not already in stock or listed online.

It was interesting to learn how efficient

the ordering service is as, once your order is entered into the system, the computer plots the most efficient route to collect the parts, which is transferred to a handheld PDA. The picker then collects your parts, scanning each piece as it leaves the shelves, thereby keeping stock levels in order by alerting the purchasing team to reorder when stock is low (and also keeping the online ordering system up to date).

The parts are then packed and shipped – typically for next day delivery. Incidentally, it was good to learn that you don't have to wait at home for your parts to arrive as you can have them shipped directly to your preferred mechanic or garage etc. This is great news if your car is off the road and/or taking up space in a busy workshop as it might just get you back on the road a little quicker and save you storage costs, too.

There are thousands of Porsche parts on

the shelves at the warehouse, and the stock list is always expanding. Brakes, suspension, engine and servicing parts for most models are all listed on the website (for most models) and the prices certainly seemed keen to us. It's not all about prices though – Heritage Parts Centre knows that it's as much about the quality of the goods and the service/delivery, too.

The 45,000 square-foot warehouse also includes a walk-in sales desk for customers that prefer to talk face-to-face (or need parts immediately) and there's plenty to look at while you wait for your order to be picked, too. Admittedly, it's largely VW-based parts on display but there are magazines, catalogues and brochures plus an impressive wheel display. Accessories are also a large part of the business, and we spotted updated suspension kits, interior and exterior styling



Warehouse and ordering system is fully computerised for a quick turnaround



Short of an air-cooled Porsche, this pretty much sums up the Heritage Parts Centre ethos: Parts for classic and modern Porsches and VWs

goodies and a good range of genuine and aftermarket wheels for most Porsche models. The earlier, air-cooled models are very well catered for, and it's clear that Heritage Parts has been actively working to incorporate more and more parts for the

based, but Porsche owners have also begun to join in this year). Information regarding the 'Heretics' meets can be found either via the Heritage Parts Centre blog page or you can find it on Facebook.

While we were discussing events, Barney

attended a couple of previous events, hence we knew it would be worth the trip! You can read more about it opposite, but to cut a long story short, there were track sessions available for budding racers or you could simply hang out, look at some cars and watch others push their Porsches (and VWs etc) out on the circuit.

In closing we must mention the website, which is easy to use/navigate and is constantly expanding to include more parts and also to cover additional Porsche models, too. And remember, if you can't find what you're looking for, be sure to call the Porsche sales hotline where a trained advisor will be more than happy to help find you the parts you require to restore, repair, modify or simply maintain/service your pride and joy. **PW**

“ Heritage has been working to include more water-cooled parts ”

water-cooled and later models, too.

As the team are all enthusiasts, there's a great camaraderie at Heritage Parts Centre. In fact, they often attend events and even organise a regular meet (traditionally VW-

Dines invited us to join them at Brands Hatch on the 16th June where Heritage Parts Centre hosted a 'take-over' day. This wasn't the first time these guys had held an event at Brands Hatch – in fact, we'd



Far left: We're loving the giant, wall-mounted model VW kit. Left: No widget too big or too small

For a small fee you could join in the action and take your German vehicle (or indeed your Lotus Elise as seen here) on the famous Brands Hatch circuit

The Heritage team selected a few cool vehicles to flank the stand, where you could order parts or just stop by for a chinwag!



**CONTACT:**

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**HERITAGE PARTS CENTRE TAKE-OVER AT BRAND HATCH/DEUTSCHE FEST**

Porsche and VW parts specialists, Heritage Parts Centre, joined forces with Deutsche Fest on Saturday 16th June to host one of their legendary Brands Hatch take-overs. As you'd expect, the event was open to all German-built vehicles, however the Heritage take-over was very much a VW/Porsche affair featuring a decent selection of display vehicles parked up close to the track.

The track itself was open all day with various sessions for all German vehicles, which was a great way to get a feel for the main event (Deutsche

Fest) that was taking place on site on both the Saturday and Sunday.

Of course, the enthusiastic Heritage Parts Centre team were on hand to chat with customers and fellow enthusiasts about, well, anything Porsche (or VW) related and the overall vibe was very relaxed (OK, perhaps not so much on the track...).

We enjoyed checking out some cars and watching some racing before heading for home with a Heritage Parts Centre catalogue and little bit of sunburn, to boot!

John Wohlman's outlaw 356A replica was lowered over black steels and runs a hot dual-carb VW motor

We loved this German Look Beetle Cabriolet – the carbon-fibre 'dipped' Porsche rims looked great!



It's not every day that you spot a Porsche 914 at an event, let alone a matching pair (or indeed, a 6-cylinder 914/6)

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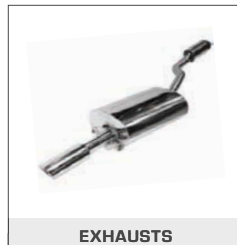
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## PROJECTS

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### THE TEAM

#### STEVE BENNETT



996 C2

After a promising start to the year, the MOT has lapsed and I've declared the 996 as currently SORN.



Basically, I just need to man-up and get the bodywork sorted. Easier said than done...

#### KEITH SEUME



CAYMAN 981

The Cayman has been a little garage-bound this month, as I went to Le Mans Classic in my camper instead.



However, a quick blast out with a friend soon put a smile back on my face. Who needs a 911?

#### CHRIS HORTON



924S, 944

Another burst of enthusiasm – either because of or in spite of the unusually hot weather –



has rendered the 924S a whole lot nicer and easier to live with, such that it's now in almost daily use at last. Result!

#### PETER SIMPSON



356C

Nothing much to report here, still clearing a few on-going projects so I can continue on the Porsche front. The Mk1



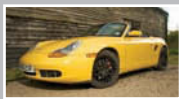
Golf is nearly ready for an MOT, just needs a quick tune up, and the T25 is nearly fixed!

#### BRETT FRASER



BOXSTER 3.2S

As yet have failed to sort out the tyres for my lovely Group 4 Fuchs-alike wheels, which is a



blow. Also frustrating is the fact that the passenger window has stopped working altogether...

#### JOHNNY TIPLER



BOXSTER 3.2S

Ahead of a drive to Le Mans Classic, the Boxster S received an oil change at SCS and a



performance-enhancing set of manifolds, cat bypass pipes and induction kit fitted by Mike Roberts at Trofeo.

#### JEREMY LAIRD



CAYMAN S

As you can read opposite, the Cayman has gone. You will also read that I'm considering a



986 Boxster. Forget 'considering,' I've done the deed and all will be revealed in the next issue.

## THE CROC: END OF TERM REPORT

Nearly four years. Over 65,000 miles. And much money. Jeremy Laird bids farewell to one modern classic and looks forward to welcoming in another



### JEREMY LAIRD

CAYMAN 3.4 S

**Occupation:** Freelance writer  
**Previous Porsches:** One Cayman S  
**Current Porsche:** Cayman S  
**Mods/options:** Standard  
**Contact:** jeremy.laird@gmail.com  
**This month:** Gone, but not forgotten

One careful owner, never thrashed or tracked!

To paraphrase Quentin Tarantino, the Croc's dead, baby. The Croc's dead. Not at the hand of Marsellus Wallace in some kind of macabre modern day torture chamber. Not, in fact, actually dead at all. But dead to me. For the Croc has been sold and an era ended.

This, of course, comes in complete contradiction to my unequivocal claim that the Croc was at the very least a long term keeper and just maybe a forever car. In my defence, four years and 60-odd thousand miles hardly ranks as a quick fling. But my expectations were certainly for a much longer run. So what happened?

No one single catastrophe, more a confluence of events and thoughts led to what was, ultimately, a remarkably rapid change of heart. From day one back in

August 2014 when I bought the Croc, I've had my doubts. I couldn't quite get its 986 Boxster predecessor out of mind, nor could I entirely come to terms with some of the 987's more modern trappings. The remote and rubbery character of its feedback. The gruff, contrived soundtrack. The occasionally fussy styling.

Significant effort went into sorting some of its more obvious shortcomings. A bigger brake master cylinder sorted the pedal feel very nicely. Fun-sized 17-inch rims with skinny tyres did wonders for the chassis' transparency, feedback and all-round sweetness, not to mention its on-limit approachability.

And make no mistake, there will be plenty of things I'll miss about the Croc. Most of all, I'll miss its sense of densely-engineered solidity. 987 Caymans are among the most, if

The Croc was a go anywhere, do anything, all weather machine, particularly with a set of winter boots on it





Not afraid to get stuck in, our man Laird was more than happy to carry out most mechanical tasks on his Cayman

not actually the very most, solid-feeling cars I've ever driven. On paper, its 997 coupe sibling is even stiffer, but that's not how it feels. Anything newer from Porsche feels relatively hollow and plastic in comparison.

I'll also miss glimpsing those voluptuous hips in the side mirrors and the shapely driver's side front wing from behind the wheel. The practicality of the dual boots plus parcel shelf likewise merits mention. Despite all that, memories of the 986 Boxster's beguiling character simply would not fade. And the final clincher? That involved the long-term outlook for the Croc's 3.4-litre engine, which wasn't good.

As detailed in issues of *911&PW* passim, my Cayman had a new engine block under warranty shortly after I bought it and with around 42,000 miles on the clock. With the new block now showing around 65,000 miles of its own (for a grand total just under 110K on the chassis as a whole), fears of a repeat failure loomed large. After around 35,000 miles on the new block, the oil consumption began to creep up gradually. A pair of bore inspections over the following 18 months revealed no evidence that the bores were on their way out. But with the rate I'd been clocking up the miles (20,000, annually) the engine could easily go from completely fine to terminally scored in a single calendar year. There's just no way of knowing if and

when it's going to hit.

The consequence of that would be a bill for around £12,000 for a quality rebuild at the likes of Hartech. Not bad value at all compared to the price people are now paying to have air-cooled 911 engines refreshed. But nevertheless not hugely appealing, especially when the rebuild cost would rival the value of the car. I find that latter reality pretty hard to process.

Anyway, while the uncertainty regarding the engine gnawed away at me, the fact that I could trade the Croc for a low-mile 986 Boxster of my choosing for essentially no outlay became ever harder to ignore. I was in two minds about my preference for 986 over 987 even without engine worries. Factor those in and it made the move pretty easy in the end.

The only snag was what, exactly, to do with the Croc, which was something of a quandary. As far as I knew, the Croc's engine was OK. But at the same time, I had little faith it would stay that way. I made a very low key offer to sell privately and a few brave souls did make contact. But invariably found myself talking them out of the purchase.

The whole situation was slightly odd as my Croc was and very likely is no worse a prospect than most high-mile gen 1 987s with the 3.4-litre lump. But then I'd have to

say I doubt many if any of them are great long term prospects unless you are happy to take a rebuild in your stride or plan to do very few miles. The bore scoring problem with the bigger M97 engines really is a great, great pity.

Long story short, then, I sold it cheap into the trade for a figure lower than £10,000. Painful for such a nicely preserved car. But such is life. Oh and before somebody suggests the 986 Boxster's engine is barely any better, on that I'd have to disagree. Without going into the details, the 3.2 doesn't bore score and the IMS issue is manageable.

Whatever, a 986 3.2 is incoming and quite possibly it will have been acquired by the time you read these words. That is, of course, the car I had originally intended to buy before mission creep and the seduction of relatively shiny newness led me down the path to a 987. If I knew then what I know now, I wouldn't have bought the Croc. But I didn't and so I don't regret any of it. My Cayman may not have been quite to my taste in many ways. The worries over the engine woes certainly cast a shadow over the whole experience. And yet it was a fabulous car to live with and gave me four of my very best motoring years. It's very much a modern classic in the making. So long, Croc, and thanks for all the thrills. **PW**

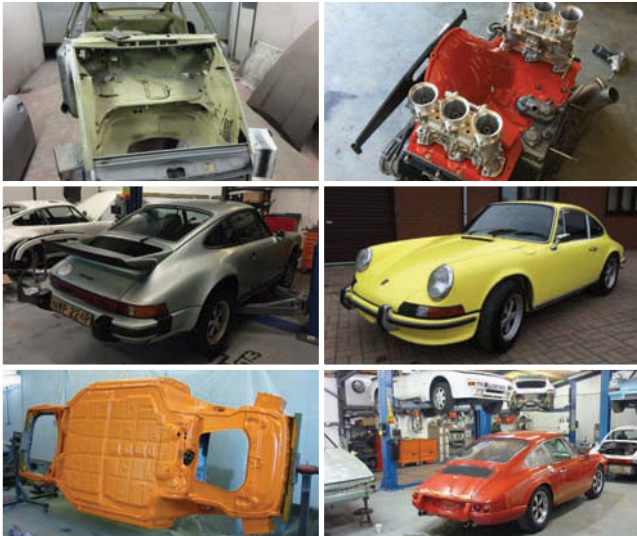
Purist's choice. Laird's Cayman ran on 17in wheels, a handling and ride choice that he felt very strongly about and wasn't afraid to let anyone know



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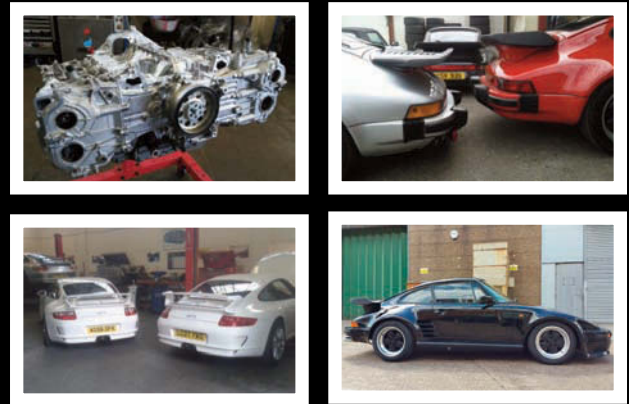
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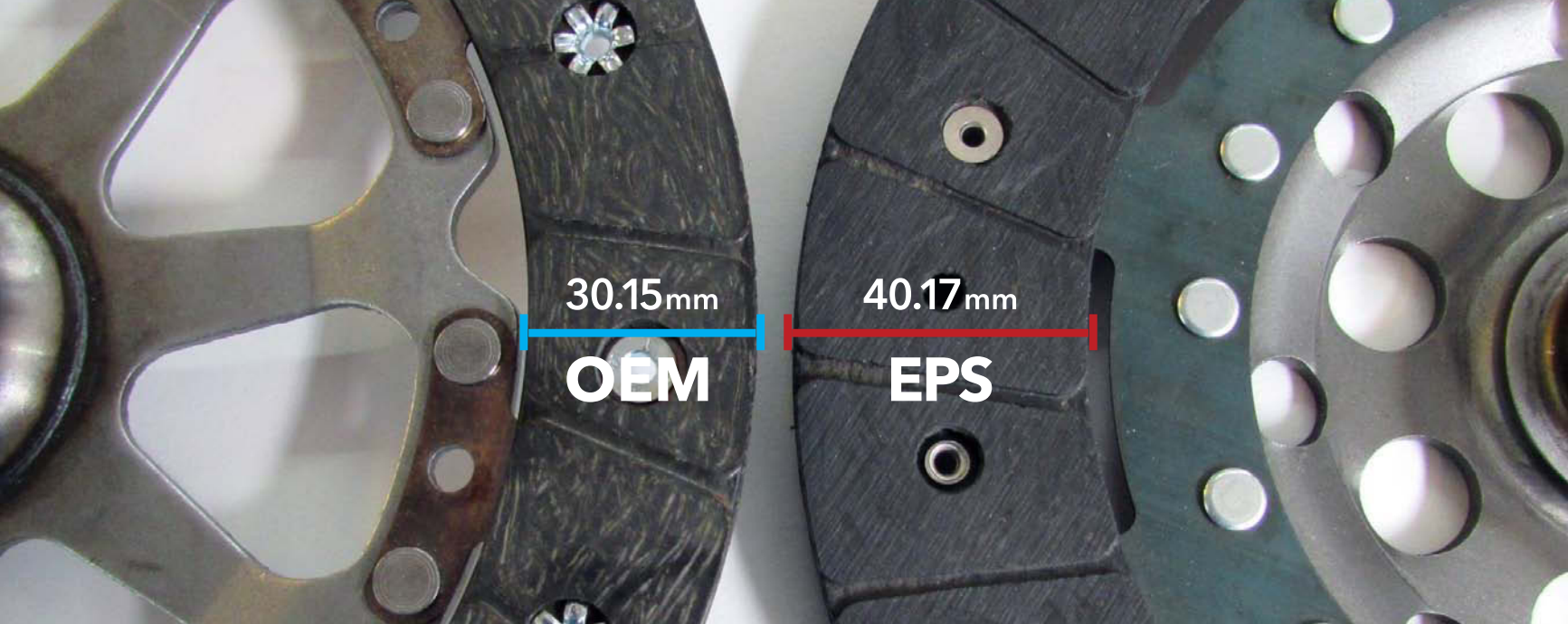
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## ENTER THE BANGERNOMICS CAYENNE

It's high time that we had a Cayenne on the fleet and now we have, in the form of James Ruppert's early V8 S. Look on it as an experiment. If it's a nightmare, you'll know not to go there. A success? Then we'll all want one...



**JAMES RUPPERT**

**CAYENNE V8 S**

**Occupation:**

Freelance writer,

**Previous Porsches:**

None

**Current Porsche:**

Cayenne V8 S

**Mods/options:**

Standard, as it left

the factory

**Contact:**

james@bangernomics

.com

**This month:**

ABS sensor and a new drive belt. Early days yet, though

**H**ello everyone, my name is James Ruppert and I invented the word Bangernomics to describe buying a cheap used car, then laughing in the face of depreciation before running it into the ground. I never imagined that I would ever be able to use Bangernomics and Porsche in the same sentence. Well, in 1995 maybe I could have done that with a 924, or ropey 944, but right now the consequences of getting it wrong with a used Cayenne are financially terminal.

This is a vehicle for Mrs Bangernomics who rather took to the whole sports utility thing a few years ago when I sold her Volvo V70 and replaced it with a Land Rover Discovery 2 TDi whilst she was safely tucked up in hospital for a few days. She did forgive me because, even though with the raised driving position she still has to use a cushion, it was spacious and stylish. However, it did what used Discos always do after a year or two when it started to expire.

That was replaced by a Mitsubishi

Shogun, which wasn't very loveable and started to have gearbox issues after a year or so, but we left that with We Buy Any Shed to sort out. The 'Gun was followed by a 4.4 V8 BMW X5, which could have been better. Even at three grand. There was an oil leak and I did tell the trader that if there were any issues, it would come right back. So it did, for a full refund. The Mrs though had fallen in love with the X5 so we found a much better one, this time a 3.0i petrol that was rather excellent. No problems over three years and it was great to drive and good to look at. Anyway, Mrs Bangernomics said at the beginning of the year that she fancied a change and as usual the only requirements were an automatic gearbox and a decent colour.

I call her Mrs Bangernomics because, like me, she never wants to spend a fortune on a motor and, as we live in the middle of nowhere, most of the time you spend half the time driving into bushes and ditches on the single track D roads. As a result it would be a mistake to buy something on a PCP, or that is too precious. So we were in the

market for another of those SUVs, and we have been consistently petrol powered on the grounds that it was cheaper, less complicated to live with and it never does any serious annual mileage. The thing is, though, Mrs Bangernomics does love a badge, so we were never going to settle for a skanky Kia Santa Fe.

We started the search trucks with a Mercedes star on the front and, much like trying to find a petrol Sprinter, there are not that many unleaded M-Classes in circulation. The 500 AMGs were a bit too footballer and chrome and some 2006 350s were actually quite tatty for the £8000+ being asked. Anyway, Mrs Bangernomics didn't get on with the column gear stick. Overall there wasn't the choice we wanted. That led us to go towards the Lexus GX, which in the metal is a rather uninspiring piece of Far Eastern utility product. It really does look quite odd and didn't feel very special at all. Indeed, I fell asleep just looking at one. The 350 was out and briefly we considered whether a Hybrid would be a sensible option in the current

Well, it all looks tidy enough, but it will be interesting to follow James Ruppert's Cayenne as a 911&PW long-termer

Below: Not what you want to see, but despite the dire (ish) warning, a £100 sensor sorted the problem out





Above: That's some drive belt! Old and brittle, it seemed prudent to change it

Cayenne interior is a great place to reside and drive. Ruppert's car has the faint whiff of damp dog, which isn't an optional extra unless you've accidentally bought a Land Rover, of course. Right: Engine looks frightening, but the V8s appear to be pretty reliable

climate. It was certainly going to be interesting, but online I saw a few people say that a decade-old battery pack which needed some fuses or something was the thick end of £2K to fix. I lost interest at that point.

So a prestige SUV with character? That left the rather more than fascinating Cayenne. Mrs Bangernomics liked the look of them and we started shopping in the sub-£10K category. We looked at several and the better value ones seemed to be the V6s. The ones that clever dicks will tell you has a Golf engine. We trawled around a few small dealers and ended up at a Mercedes specialist who had one of those 'unwanted part exchanges'. It was tidy, the mileage was 109K, the rear wash wipe didn't wash, there was a dink in the door and it made a funny wuffling noise in the 30–50mph envelope. Yes, reader, we still bought it. £6900 for this 2005 and it would serviced and sorted. Instead it turned into something of a saga as we waited and waited.

We had sold the X5 and the excuses as to why the Cayenne wasn't ready became irritating. To silence that wuffling they had ordered some mystery tool from the States. By this time Mrs Bangernomics was becoming tetchy with only my old rubbish to drive, so we hit the road again.

A local car dealer that thinks it is quite posh had a V8 which was low mileage and pricey at almost £10K, explained by the 60,000 mileage. However, it made that wuffling noise and the tailgate struts were shot. They seemed upset we didn't think it was wonderful, but a problem pattern was emerging with the Cayennes we saw. We found a lovely blue example on a packed

forecourt. There was a big dent in the rear pillar and, if it could have been extracted from all the other stuff they were selling, it might have made that wuffle. Instead, the tailgate struts were shot and there was a rather worrying array of warning lights, including a suspension one. The dealer wouldn't sort it, just drop the price. By a bit.

We drove for a couple of hours to look at a V6, which turned out to have an unadvertised matt wrap, which looked horrendous. At the end of a long day in fading light we fetched up at a Suffolk car dealer with a hundred cars packed in the muddy corner of an industrial estate. A 96,000 mile, two owner, 2005 Cayenne S at £6450. They handed us the keys and it was lovely. The parking sensors didn't work and I know that, because I had to reverse 200 yards with an inch either side to get it out of the lot. The rear parcel shelf was missing, there was a noise from the front offside suspension and the satnav was missing a disc. Anyway, they would fix everything and service it and do it all for £6200.

Then there was the snow – well, it was several months ago – which delayed collection for a bit, but it all went well. A new parcel shelf, old school CD, proof of a service and no strange noises, it seemed like a result. First stop after a few yards was a petrol station to brim the tank. I presume this will become rather a familiar experience over the coming months, however, I think it is more than worth it. I'm not the main driver but on longer journeys I am allowed to take the helm and I love it. The X5 was great and the Cayenne is every bit as engaging, but the bottom line is that

this is a V8. You only tickle the pedal and it makes the most wonderful noise. Rob at my local garage loves it. Oh yes, we had to pop in there after eight weeks when the ABS light came on. That wasn't good especially as it was followed by the 'visit garage' and 'traction control' one. I thought it was game Cayenne over. Plus there was a yelp. On cold start ups there was a screech which suggested the auxiliary belt needed adjustment.

I spoke to the selling dealer and he said bring it back, which was a couple of hours out of my way. Their garage sounded utterly terrified at the prospect of doing the work. Indeed, they rang me back and said they didn't have any Porsche OBD software. I ran out of patience and just booked it into my excellent local garage to tell me the very worst and sent the bill to the dealer.

The ABS issue was just a sensor and £100 to sort. As for the yelp, well, what about the belt? Well, the tensioner is working properly and doing its stuff, but that belt was a trifle hard, so probably pretty old and worn on one edge. It is the size of a skipping rope and a nightmare to change, but again it was all done for £100. Sometimes that yelp comes back, but no idea if I should be worried.

With warmer weather there has been the whiff of damp dog, not apparent when we bought it in deepest winter. It will need a deep clean at some stage, but at the moment it is doing its stuff by drinking petrol, being awesome and my idea of a Bangernomics Porker. Even better than that, we've bought a high-rise four door 928 and I love it. **PW**





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## SIMPLE SOLUTION FOR HEAVY STEERING IN A 996 – OR 986

Do you have a 996 – or one of its many obvious derivatives – with increasingly heavy steering? But oddly in only one direction? If so, it is quite possibly the result of nothing more complicated than a partially seized universal joint at the lower end of the collapsible steering column, where it meets the rack.

It's an increasingly common problem, we are told, but with a refreshingly low-tech solution if you – or your chosen independent specialist – are prepared to think outside the box, as it were. Porsche sells only the complete assembly, together with the splined inner shaft and upper joint, but to save time and effort (and thus professional labour charges) you can set aside the latter and, after lowering the rack a few inches, slide the new bottom piece onto the existing upper section, still attached to the column inside the cabin.

From Porsche the full shaft retails at £314.26 plus VAT, but by having the job done in this way – with the obvious proviso that you very carefully mark everything for correct alignment on reassembly – you can save around an hour's labour time. Every little helps.



Heavy steering in a 996 (or 986 etc) might be the result of a partially seized universal joint in the shaft between the wheel and the rack, especially if only in one direction. The replacement comes as a complete two-part assembly, but we know of at least one independent who to save time – and his customers cash – separates the two pieces, and uses only the part the car actually needs

## HOW NOT TO GET IN A FLAP OVER REFUELLING

Earlier this year I was called upon to drive a 996 Turbo. And very nice it was, too. By no means a perfect example, and with several fairly obvious but relatively minor flaws, and a timely reminder that these now neo-classic 911s – and especially those with vestiges of the so-called Mezger engine – still have a great deal to offer the discerning enthusiast.

Trouble is, there was much else I had forgotten about an entire range which, 20 years ago, I drove almost daily. Like how to open the fuel-filler flap. In truth, I always had to think about which side it was –

on all of the earlier cars it was on the left-hand front wing, so why Porsche elected suddenly to switch to the right is still way beyond me – and sometimes the issue might be further (momentarily) clouded by the fact that the car was left-hand drive. Either way, it's just not very cool to climb out of the driving seat on a filling-station forecourt and go to the wrong side, is it?

It is even less cool to be unable to open said flap. And that's just what happened to me with this Turbo a few months ago – with that issue compounded by the fact that the low-fuel warning light had

been glaring at me for the seven or eight miles since I had collected the car, and I had no idea how long it had been on before that.

Long story short: it took a phone call (from the pavement next to the filling station, not on the forecourt itself) to a 996-owning colleague to remind me that, deep inside the right-hand door 'shut', above the upper hinge, there is – or should be – a thin wire loop, which if gently pulled downward will, as if by magic, release the flap. (There was, needless to say, no driver's handbook in the car.)

Might I suggest, then, that if

today you do nothing else that is Porsche-related, then at the very least you ought to go outside, right now, and make sure that your car's emergency cable is still present and correct. It will take only a few seconds, and could one day save you a lot of time and aggravation out on the road.

The other thing I had completely forgotten about 996s – and more specifically the four-wheel-drive variants – is that, because of their front differential, they also have a saddle-type fuel tank. So although I put in around £40 worth of fuel, when I restarted the engine the warning light

was still glowing, and the on-board computer was helpfully urging me to 'consider my remaining range'.

And that, of course, is because – perhaps sensibly, perhaps not – such a now relatively small quantity remains in the right-hand side of the tank, without registering on the sender unit in the left-hand compartment. To reset the entire system, as it were, you have to fill the tank to the brim – or near to it, anyway.

Anyway, apologies for perhaps stating the obvious, but there is surely no harm in an occasional and gentle reminder thereof.



Why did Porsche move the 911's fuel filler from the left-hand front wing, as on this 993 (left) and all previous models, and in the 996 and subsequent cars put it on the right-hand side? Either way, it's worth occasionally making sure that the latter variant's back-up cable release for the outer flap – provided in case the electric lock fails to disengage – is present and correct. Look up inside the front of the right-hand door aperture, and you should see a finger-sized loop of wire. Gently pull it and the flap should open. In the 993 there is no back-up, presumably on the basis that the primary mechanism is itself a simple mechanical cable that is highly unlikely ever to fail. That's progress for you



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## LIGHTENING THE GATHERING GLOOM

This story, too, with the nights inexorably becoming longer and darker, might serve as a timely *aide memoire* for 996 and 986 owners throughout the northern hemisphere – and in the southern, come next March. (Full disclosure: the accompanying pictures first appeared in the January 2012 issue of the magazine.)

Even way back then, when Donald Trump was still just a game-show host and property developer, there were signs that both models' headlamp switches were not quite as robust as one might have hoped, and I'm willing to bet that Porsche will have sold lorryloads of the things since then. (The most likely scenario is intermittent or non-

functioning dipped beams, with both main beams and sidelights working normally.) Somewhat annoying, of course, but they still aren't massively expensive, and – as I hope the photos show – not overly difficult to fit, should you choose to do it yourself.

First, disconnect the battery negative lead – as you should for any electrical or even mechanical work on your car, of course – and then undo the two small Torx screws on the outside face of the switch panel. Next, pull out the moulded external knob part of the switch, towards you. This will reveal a tiny hole on the underside of the moulding. Insert a pick or a suitably slim screwdriver blade into the

hole, and push it against the spring-loaded catch inside it to release the knob from its shaft. The photo at the right-hand end of the first row below shows how that works.

Use a 24mm socket spanner to unscrew and remove the slim hexagonal nut behind the knob, and then undo and remove the cross-head screw accessible via the small hole at the roughly eight o'clock position in the rotary knob's rebate in the switch panel. Now gently pull the entire moulded panel towards you, making sure that the air vent disengages from the fixed ducting inside the fascia.

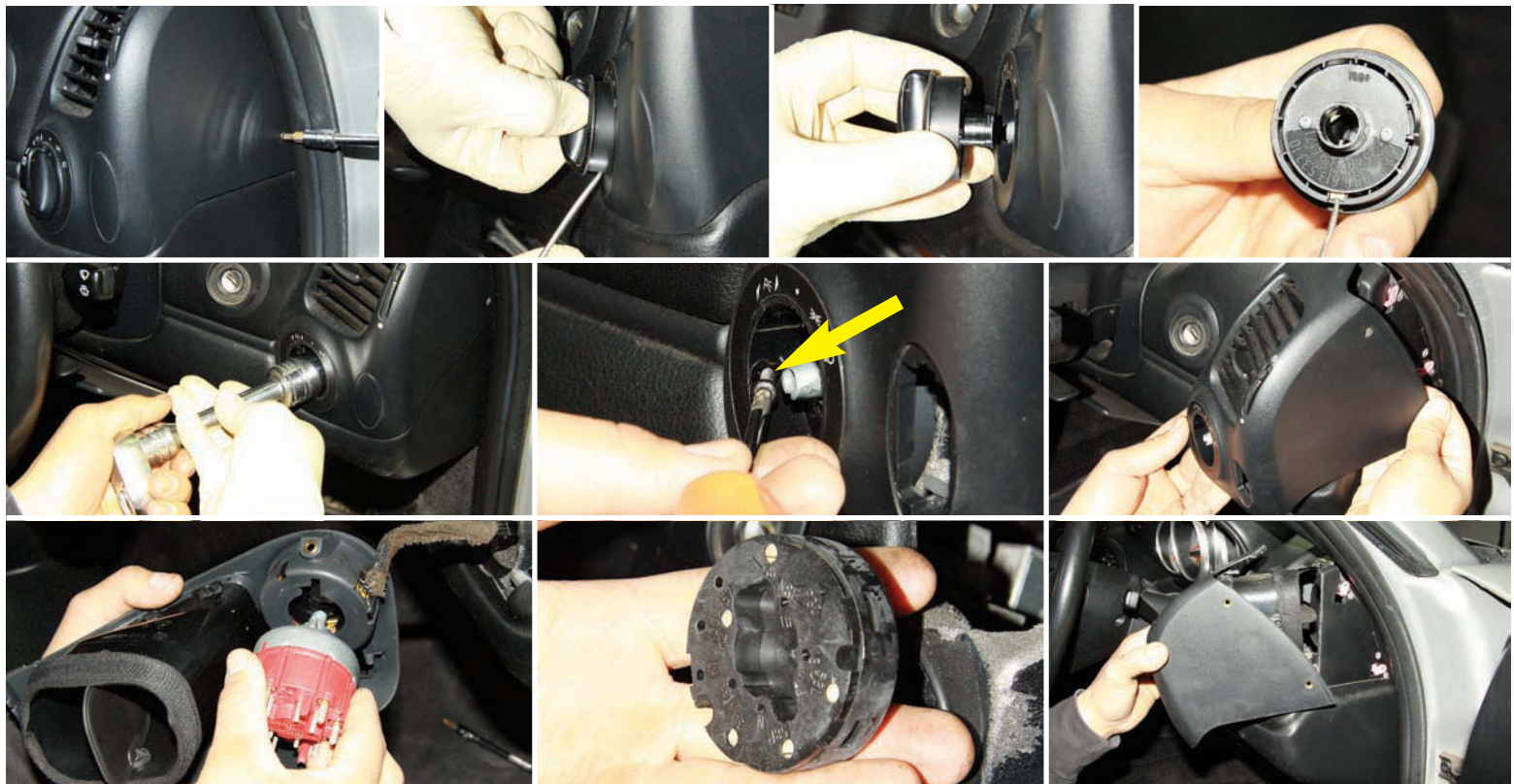
Disconnect the multi-pin plug from the rear of the headlamp switch, ideally by

simply pulling the two apart, but if necessary by very carefully levering the former from the latter with a small screwdriver. (And that's one good reason for disconnecting the battery; you might otherwise short-circuit two or more terminals.) Now all you have to do to remove the switch itself from the panel is to rotate it through a few degrees to release its bayonet-style mounting lugs.

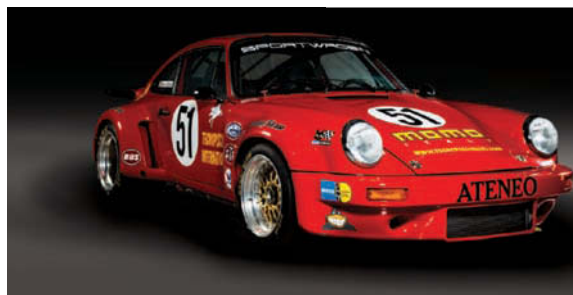
Refitting is a straightforward reversal of this process, but do make sure that the illuminated outer ring around the rotary knob sits snugly against the switch panel after you have twisted the switch into place. If it doesn't, then the switch is probably not fully home and

you may not be able to refit the 24mm nut. Push the assembly back into the fascia, checking that the two parts of the air-vent ducting unite smoothly, refit the three screws, and you're done. Reconnect the battery and, if necessary, recode the radio. Oh, and do check that the headlights work, of course...

The switch costs £121.36 plus VAT from a Porsche Centre; the part number is 996 613 535 00. For obvious reasons we would advise against using a second-hand unit – it may be no better than the original. If you elect to have a Porsche Centre or independent do the job you should be charged for no more than an hour's labour.



Start by undoing and removing the two Torx screws facing the door, then gently pull the switch knob about a centimetre out of its recess. That will allow you to insert a suitably slim pick into the hole on its underside and release it from the shaft. Use a 24mm socket spanner to undo the switch body's main securing nut. Use a cross-head screwdriver – ideally a magnetic one – to undo this screw (arrowed), and then carefully pull the fascia's moulded end-panel toward you. Disconnect the multi-pin plug (socket?) from the back of the switch body, and then to remove the latter from the panel rotate it through a few degrees. Ensure parts line up smoothly when refitting; don't use force, or they could break



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## BUYERS' GUIDE: PORSCHE 968 CLUB SPORT

# 968 CS COMES OF AGE

Hard to believe now that any Porsche wearing the Club Sport badge could fly under the radar, but for many years that was the fate of the 968 Club Sport. A cult track day car for those in the know, but beyond that, largely ignored. Not any more. The 968 Club Sport is finally getting the kudos that it deserves

**I**t's fair to say that the 968 was not among Porsche's most charismatic models. Launched in Britain in 1992, as the recession-hit carmaker struggled to survive, it was all but indistinguishable from its 944 predecessor to the point that a "944 S3" badge might have been more appropriate. It stayed around for four low-key years (12,777 968s were made and 1043 imported to the UK) until Porsche readied the Boxster, and opened a new chapter in Zuffenhausen history.

However, there was a high point in the 968's life, which was the Club Sport model launched in 1993, the initials 'CS' denoting an exclusive world of specialist Porsches, stripped of unnecessary weight and frills, reflecting the purist roots of the marque. However, when unveiled, the 968 Club Sport did not generate queues of cash

toting investors, as any new Porsche "lightweight" does these days, and for quite a few years it commanded only a small premium over other 968s. That's all changed now, and you can expect to pay at least double the price.

Nonetheless, one of the approximately 2000 Club Sports made (179 of which were delivered new in the UK) can still be found from £25,000, little more than a tenth of the cost of the previous CS, the 1987 911 Carrera Club Sport, which we recently put under the Buyers' Guide spotlight. So, what exactly is the 968 CS and what should you be looking out for when buying one?

### DESIGN, ENGINEERING

The 968 CS used the standard 968 powertrain, essentially the 944 S2's 16-valve, twin-cam 3.0-litre engine except with

the first use of the Variocam camshaft timing, a system that, in simple terms varies the timing of the inlet valves in relation to the exhaust valves, to increase overlap and boost torque. The engine's inlet manifold and exhaust had been modified, too.

Output was 240bhp, a 14 per cent increase over the 944 S2, while 225lb ft at 4100rpm was claimed to be the highest torque of any non-turbo 3.0-litre engine. The rear-mounted gearbox was a six-speeder.

Neither did the Club Sport look much different on the outside to other 968s unless you specified it in Speed Yellow and turned down the no-cost option of deleting the 'Club Sport' decals down the side (the other colours were Black, Martime Blue, Guards Red and Grand Prix White). But inside it had its own special character: the

The 968 was the final incarnation of the rather more humble 924. Initially a slow burner, it's become more and more appreciated as time has gone on



The heart of the matter. Big 3-litre, four-cylinder packs power and torque



normal seats were replaced by a pair of Kevlar framed buckets, cloth trimmed and with the backs matched to the body colour. You could specify normal seats, but few customers did.

There were many small weight-saving measures, losing a few kilos here and there, and in total worth 50–100kg, depending on which spec of regular 968 the CS was being compared with. In traditional CS/RS style, it had no back seat, reduced sound deadening, simpler door trims, a

lighter battery and alternator. The tailgate release was cable, not electric, the windows and door locking manual, and there was no boot light.

On just about any other car binning a load of equipment would reduce its appeal, but things work the opposite way with Porsches, bestowing a more lithe, sexy character. So it seems incredible from 2018's perspective that the Club Sport actually cost less than the Coupe model: its launch price of £28,750 was nearly £5000

less. The Club Sport should not, incidentally, be confused with the 968 Sport, which in 1994 was the last of the 924 variants to arrive, introduced as a low-spec, lower cost version of the regular 968, and designed to boost flagging sales of the model series. It had the Club Sport's suspension set-up.

The Club Sport's 17-inch wheels, one inch diameter bigger than standard, ran 225/45 front tyres (205/55 on the normal Coupe) and 255/40 rears (225/50). The suspension was dropped 20mm, and firmer dampers fitted.

Despite the spartan presentation, owners could option up the Club Sport. Air-conditioning was available (some rewiring was necessary to take it), which might seem odd on a CS, but it did make sense, because with a huge glass area, thinner carpets and big transmission tunnel the car does get very hot, and running with the optional lift-out sunroof removed was not a particularly good solution. An interesting option was the "M030" kit which cost £1300, which provided stiffer springs, adjustable shock absorbers, stiffer anti-roll bars, cross-drilled brake discs, and a limited-slip differential.

## SPECIFICATIONS

**Porsche 968 Club Sport**  
Engine

**Power**

**Torque**

**Brakes**

**Wheels**

**Tyres**

**0–62mph**

**Max mph**

**Weight**

**Years produced**

**UK sales**

**(All figures from Porsche)**

**2990cc water-cooled in-line four, twin cam 16-valve**  
**240bhp at 6200rpm**  
**225lb ft at 4100rpm**  
**Vented discs, 4-piston calipers**  
**7Jx17-inch front, 9Jx17-inch rear**  
**225/45 ZR17 front, 255/40 ZR17 rear**  
**6.5sec**  
**156mph**  
**1320kg**  
**1993–1995**  
**179**

### Maintenance costs (guide price, including fitting and VAT)

Annual 12,000-mile service £390

Replace the two camshaft timing belts £390

Replace the clutch (Sachs clutch) £750

Fit new brake discs and pads (front/rear, including sensors) £540/£480

Four premium brand tyres (225/45 ZR17, 255/40 ZR17) £550

(Servicing and parts prices from Ninex Motorsport)

## DRIVING THE 968 CLUB SPORT

Of all the racing type bucket seats seen in Porsche road cars down the years, these are among the hardest to get into. They're

## WHAT YOU'LL PAY

£25,000–£30,000 Entry price for the 968 Club Sport, expect high mileage  
£30,000–£40,000 At this money mileage must be under 50,000 and a full service history present  
£40,000–£50,000 Sub-30,000-mile cars in pristine condition

deep sided and have very little width, and if you can slide in with any degree of dignity you're doing well. They have fixed backrests and forward/rear adjustment; the front and rear of the seat can be raised and lowered, but this requires bolts to be undone. The upside is a tremendously well supported driving position, you really feel part of the car, and if you want to sit even further into the chair simply rip off the Velcro attached cushions.

You feel like you're driving an under-powered racing car. The seats locate you absolutely, the stiffer suspension makes the car even more taut and nimble than it normally is, and the steering is a sheer delight, weighted perfectly and with good feedback.

All of which makes you feel the car could use more horsepower. But that sort of feeling sometimes means the car you're driving is in fact the perfect engine/chassis combination. Certainly the Club Sport was among the best sorted cars of its time, and its driving manners still impress now.

## WHAT YOU'LL PAY

Considering the limited differences between this and other 968s there's a hefty price premium, but such is the cachet of the Club

Sport badge. While £15,000 secures a regular 968, add £10,000 to find the cheapest CS. Any below £30,000 will be the more used, higher mileage cars, but in all probability still decent.

It's likely that some sellers are over estimating the collectability of the 968 Club Sport, and asking near air-cooled 911 prices. Bear in mind that four-cylinder, water-cooled Porsches are not yet hot property even if they are rising in value. Therefore anything over £30,000 needs to be quite special and with low mileage, and a car at £40,000 to £50,000 must be "time capsule" good.

## WHAT TO LOOK FOR ENGINE

The engine is very strong and has stood the test of time, but its longevity is dependent on proper maintenance, insists Andy Duncan of independent Porsche specialist Ninex Motorsport in Maidenhead in Berkshire. 'The key service point besides oil and filter changes are the two toothed timing belts,' he explains. 'One drives the exhaust camshaft, and the other drives the balancer shafts. A link chain driven by integrated sprockets on each camshaft provides the drive from the

## WHAT THE PRESS SAID

'The delicacy of the Club Sport is simply extraordinary. Its suspension may be nigh on unchanged, but with its lighter load it is now sufficiently firm to banish the excess body roll in really fast curves that, just occasionally, pollutes the responses of the stock 968. From the feel of that fat little wheel in your hands to the ceaseless flow of messages through its rim, you know that power steering comes no better than this. But underneath all this sophistication, the 968 is just a simple, old-fashioned sideways car.'

**Autocar**, Porsche 968 Club Sport vs Mazda RX-7 road test, 27th January, 1993

'In the CS version, a replacement steering wheel, large footrest and those all-embracing seats mean that you are superbly seated to take control. I never expected to attach such sentiments to a descendant of the 944. The Club Sport astonished us by retaining much of its poise in soaking conditions, but it does love to travel sideways, whether or not you have the optional Torsen limited slip differential. The pleasant surprises continued with an excellent ride (the spring rates are not increased over the standard product) and noise levels that only become markedly more abrasive than standard over concrete motorway sections.'

**Motor Sport**, Porsche 968 Club Sport road test, March 1993

exhaust to inlet camshaft.'

Exhaust valve guides can wear, resulting in a slight loss of engine power and increased oil consumption. 'Top end overhauls or engine rebuilds are to be expected as cars get close to their 25th anniversary,' Andy notes.

As on the 911's air-cooled engine, the four-cylinder can suffer oil leaks. 'The main culprits are balance shaft seals, "O" rings

The 968's front-end got the family Porsche look of its contemporaries, the 993 and the 928



Interior is well made and wears well. Not all 968 Club Sports had the hard backed buckets, but they are certainly more desirable than the standard cloth seats. Note manual windows



## USEFUL CONTACTS

**Ninex Motorsport**  
ninexmotorsport.co.uk

Repairs and races 'transaxle' Porsches, and is our technical consultant for this Buyers' Guide.

**Hartech**  
hartech.org

A 924/944/968 specialist based in Bolton that goes back many years. Provides all workshop facilities including complete engine rebuilds

**Augment Automotive**  
augmentautomotive.co.uk

Well established workshop in Cinderford in Gloucestershire with deep specialisation in four-cylinder, front-engine Porsches. Offers useful modifications for ease of ownership

**JMG Porsche**  
jmgporsche.co.uk  
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and crankshaft seal which are at the front of the engine where the timing belts are located,' Andy explains. 'Putting this right requires the removal of the power-steering pump, timing covers and belt.' The power-steering hoses perish over time, and are an additional common source of oil leaks.

## TRANSMISSION

This is as durable as the motor, but it does decline with age. 'Transmission whine can be caused by pinion bearing wear,' Andy points out. 'Gear linkage bushes and ball joints also wear but are easily fixed and not too expensive parts wise. Driveshafts wear over time, but replacement couplings are readily available.'

He estimates a gearbox rebuild is around £1500. Clutch fluid changes, which Andy says are often overlooked, should be carried out when brake fluid changes are done.

## SUSPENSION

The original suspension lasts well but shock absorbers are likely to be worn. 'Porsche does not supply the rear shock for the M030 suspension any more, but there are a variety of suitable replacements, for example Bilstein, Koni and Sachs,' Andy points out.

Suspension bushes wear and harden over time, particularly the anti-roll bar bushes. 'Replacement can improve vehicle handling and refinement,' Andy assures us.

## BRAKES AND WHEELS

The Brembo brakes are generally excellent and last well, although brake caliper plate "lift" is an issue that crops up at high mileage and can be expensive to put right. 'For both the standard and M030 cars, there is a great choice of disc and pad material available,' says Andy.

Wheels are strong, 17-inch Cup 1 rims. 'They're a bit heavier than the later, Cup 2 wheels,' Andy explains. 'Many wheels will have been refurbished, so check their condition.'

## BODYWORK, INTERIOR

If looked after and garaged, the 968's bodywork will stand the test of time. 'Rusting nuts and bolts can be a problem, especially the fixings securing the front and rear "PU" bumpers and the wheel arch liners,' says Andy. Interiors wear well if looked after, but as in many cars, cloth seat side bolsters do wear through. 'Seat cloth and leather material repairs are relatively straightforward given the age of cars,' he points out.

## ELECTRICS

The 968 electrical system is broadly a trouble-free one, evolved from the 944. However the DME (Digital Motor Electronics) relay is well known for failing: 'This can play up and cause the engine to cut out, and cause starting issues,' Andy warns. 'It's good practice to carry a spare in the car, and the later 993 part which the 968 can use is recommended.'

## VERDICT

Values of the 968 Club Sport have risen significantly of late, much more so than those of regular 968s, but this car remains the sole so-called lightweight Porsche that can still be bought for relatively little money (under £30,000). Its conventional configuration makes it far easier and cheaper to maintain than a 911 of the same years, and it handles better, many would argue, while the Club Sport name and fittings give it an added aura over other 968s. Buy this bargain junior supercar while you still can, is our advice. **PW**

## SPOTTED FOR SALE

**Private seller**  
1993 Porsche 968 Club Sport, blue, black cloth, no options, 248,000km (155,000 miles), £25,000, Vantaa, Sweden

**Porsche specialist**  
1994 Porsche 968 Club Sport, red, black cloth, factory air-conditioning, 87,500 miles, Hampshire, £32,995  
**brookspeed.com**

**Sports car specialist**  
1993 Porsche 968 Club Sport, yellow, black interior, two owners, 20,000 miles, Glenavy, Northern Ireland, £54,900  
**hollybrooksportscars.com**

## BUYERS' CHECKLIST

A crucial wear point are the two toothed camshaft timing belts  
Oil leaks are common on this engine  
Exhaust valve guides wear, leading to performance drop off  
Gearbox pinion bearing wear generates transmission whine  
Worn gearbox linkage bushes affect gearchange precision  
Check that the shock absorbers are still sufficiently firm  
The DME (Digital Motor Electronics) relay commonly fails, causing the engine to cut out

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## DEALER TALK:

# PHILIP RABY PORSCHE

Once a motoring journalist regularly contributing to *911 & Porsche World*, Phil Raby climbed over to “the other side of the fence” and began selling rather than writing about the Zuffenhausen sports cars



### How long have you been in the Porsche business?

I cut my teeth as a motoring journalist on this very title. I've now been selling Porsches full time for over six years, and have enjoyed every moment. Because I'm a writer, first and foremost, I never give customers a “hard sell”, as I'm really not a salesman, and people find that refreshing.

### What Porsches do you specialise in?

All sorts, from classic 911s through 924s and 968s, all the way to 996s and 997s. We specialise in affordable and useable Porsches, by which I mean sub-£100,000 cars. Most of our customers are people who love Porsches and want to own one to use and enjoy, rather than tuck away in a garage as an investment.

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

A low mileage 2001 Boxster S with, unusually, a full main dealer history and the rare Sport Design bodykit, for £10,995. At the other end of the spectrum is a gorgeous 1996 993 Turbo, at £119,995, that is simply wonderful to look at and to drive.

### What would you recommend as the best “first Porsche” to buy?

The one you want and which suits your needs. Many of our customers say, ‘I've always wanted a Porsche and now's the right time...’ We then establish what their budget is, how they intend to use the car and what

models they like. I often feel like a counsellor, talking through people's thought processes to ensure that we help them make the correct choice.

### Where do you get your stock from?

We never have to hunt out Porsches, as people come to us wanting to sell their cars. We have an enviable reputation and word of mouth is the best form of advertising. Also, we have lots of regular customers, some of whom have become personal friends.

### What warranty do you give, or sell?

Most car dealers buy in insurance-style warranties and then leave the warranty company to deal with claims – and some do their best to avoid paying out. We underwrite our own warranty, which means we have full control of it, and work with the customer to resolve any issues.

### What's “hot” at the moment?

996s are really popular. We've just sold a brace of 996 Turbos, and people are beginning to fully appreciate just what great 911s standard 996s are. And, of course, good air-cooled 911s are always sought after.

### What's best value at the moment?

I have to say 996s. They've gone up in price in the last couple of years, but you can still buy a good one for under £20,000 and that is astonishing value. But decent 996s are now few and far between – there are

many more 997s on the market than 996s.

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

A 924 Turbo (a boyhood favourite of mine) which we restored and sold for £20,000 – I do wish I'd kept that, as there are precious few left in the UK.

### What car do you drive every day?

I assess every Porsche that comes into stock, so I drive a different Porsche almost every day. In addition, I own a Cayenne Diesel, a great combination of load-carrier, luxury car, sports car and off-roader.

### What are your plans for the future?

We've no plans to expand massively, as we want to be able to keep offering a personal service. However, we do need more space and are looking at moving to new premises in conjunction with our sister company, AW Motor Sport, which is a Porsche service specialist. We will stay in the Chichester area, as it's so accessible and a great place for customers to visit. A shiny new website is on the cards, too.

**CONTACT**  
Philip Raby Porsche  
Clovelly Road  
Southbourne  
West Sussex  
PO10 8PF  
01243 780389  
philipraby.co.uk

## HELPING YOU RUN YOUR PORSCHE

### THE ESSENTIAL BUYER'S GUIDE, PORSCHE 911 (996)

For those seeking a Porsche 911 at an affordable price, the 1997 to 2005 996 generation is the model to go for, many below £20,000 and a few even less than £10,000. But age, plus a couple of well known engine issues (cylinder bore scoring and the IMS shaft) make them a risky prospect, so you need to be prepared.

Hence spending £13 plus postage on “Porsche 911 (996)”, part of the “Essential Buyer's Guide” series from Veloce Publishing makes sense. Written by Adrian Streater, it navigates you through models, gives what-to-look-for advice and tells you how much to pay, so it's a solid foundation when choosing a 996. The 100-page “mini book” is also compact enough to take with you on viewings.

The Essential Buyer's Guide

Porsche  
**911 (996)**

Carrera, Carrera 4 and turbocharged models  
1997 to 2005



Your marque expert: Adrian Streater



## HELPING YOU RUN YOUR PORSCHE

### GET THE TROUBLE TAPED

For the owner of a Porsche of modest value, tough black tape is a valued friend. It temporarily cures many problems from leaks to vibrations, and this from US-based automotive materials specialist Design Engineering looks like it will help you out of various holes, or will cover them up, at least for a while.

DEI Boom Tape is 50mm wide and comes in a 600mm roll, and costs around £15 from accessories outlets, or visit [designengineering.com](http://designengineering.com). Besides emergency fixes, it has more permanent uses, such as tidying and protecting cables. It's claimed the aluminium-faced tape is also easy to remove, which is a further recommendation. The makers say it's also tough enough to fix leaking sinks and drain gutters, an added bonus if your Porsche is fine but your house isn't.



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### 911



#### 993 Carrera 4S

Registered Nov '96, 46,100 miles, FSH, MOT'd 07/05/2018, owned by POC last 8 years. Metallic black, tan interior with black dash, immaculate condition, mollycoddled and pampered, as good as they come. Current number plate is not included with the car, phone for a chat. Tel: 07786 291904. Email: dave@penna.me.uk (Aberdeen).  
£70,000 P0918/024

### 924



#### 924 Turbo

One owner, non sunroof model, 1st January 1980, matching numbers, original bill of sale, extensive history file containing the original order acknowledgement letter from Porsche, 123,000 miles, Pasha interior, HPI clear, contact for more details and pictures of this 924. Tel: 07779 911911. Email: info@paulfrench.co.uk (Warwickshire).  
P0918/012

### 928



#### 1992 Porsche 928 GT 5.0 Coupe

Rare manual, genuine 118K with full and comprehensive service history portfolio, metallic Cobalt Blue with contrasting full cream leather piped Sports interior, climate control, sunroof, cruise, absolutely stunning condition throughout, exceptionally rare and desirable modern classic at only £42,995. Contact: Graham at Renaissance Classics on 01483 225878 or 07801 235272. Email: graham.beeson@renaissance-classics.co.uk (Trade).  
£42,995 P0918/027

### 944



#### 944 Turbo 1988

Black with black electric leather seats, 220bhp, the car has just undergone a restoration, including full inner and outer sills using Porsche panels and front and rear lower wings, it is now solid and as original, bodywork is in great condition for year, interior is in very good condition with very little wear, engine runs and drives well, boost is amazing and pushes you back in your seat, original D90 alloys with 4 good named brand tyres. On the whole a good straight car, we have the original service book and manuals with a large wad of service paperwork, every MOT from new, just passed new MOT, comes complete with private plate. These are fast appreciating classic cars, very desirable in this colour combination, could do with a couple of bits and pieces finishing, tracking, small part of roof trim sagging, rear parcel shelf attaching correctly, small plastic dash trim replacing. Tel: 07973 550257.  
P0918/038



#### 1987 944 Lux

Owned since 1993, cherished car, always garaged, summer use only, full history including all MOTs, genuine 75K mileage, full service including cam and balancer belts and front discs just carried out. Comes complete with Porsche tool roll, sunroof bag and insurance approved immobiliser, exceptional genuine car, please phone for any more details. Tel: 07793 874664 any time (London).  
£8495 P0918/039

### BOXSTER

#### 2001 Boxster S 986

In Lapis Blue, the car is in outstanding condition and comes with extensive service history having 24 stamps in the book which is mostly Porsche and Porsche specialist, only 73,600 miles from new with previous MOT certificates to back it up. IMS bearings were replaced at 68,000 miles so you can drive this car with confidence. The car has leather interior with part electric seats, cruise control, CD changer, air con, reversing sensors and a new roof in blue with heated glass window, everything works as it should. Being the 3.2 S model it comes with the twin exhaust which gives the car a real Porsche sound, I am confident this is one of the better ones and gets a lot of attention where ever it goes, new addition to the family forces reluctant sale, cash on collection! Call for more information. Tel: Richard, 07789 713173. Email: northy46@yahoo.com (Chesterfield).  
£6995 P0918/014

#### 2006 Boxster 987 2.7

2.7 manual, 42,000 miles, full service history, MOT April 2019, Arctic Silver/black leather, park assist, cruise control, Sport option steering wheel, all invoices including original sales invoice. Recent rear Michelin tyres, air con condensers, purchased from PCT Porsche. Tel: 07922 471710. Email: wood.keithr@gmail.com (West Midlands).  
£13,500 P0918/037

### CAYMAN



**SOLD**  
Porsche 2006 Meteor Grey metallic Cayman is in super condition, full service history, keys, electric backrests, cruise control. Oil consumption is normal, no leaks, around the inside of the tail pipe, tell-tale greasiness. It has a Varta battery and PZeros all round and extras include Eurocup GT sports exhaust system (great crackle!) and 19-inch wheels, recent work includes new cats. Genuine reason for sale - too many cars! Tel: Martyn 07768 083748.  
£14,500 ono P0918/030

### REGISTRATIONS



#### Cherished number plate 'R911 TUR'

Plate is currently on a car but can be reassigned very easily, looks awesome on the car. Tel: 07790 469507. Email: a5h911@aol.com.  
£7500 P0918/025

### PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

300 RS	911 PYT
911 ADS	911 FEG
REG 911E	911 MSD
S911 LER	CAR232A
996 POR	911 FJX
POR 997T	930 FF
POR 911K	XXX 911C
POR 911N	991 PD
POR 911Y	911 RWS
993 POR	918 MHH
993 RUF	S918 POR
X993 POR	A993 XXX
VNZ 911	TON 997X
964 MC	997 CSS
964 GC	WBZ 911
RED 911H	P993 POR
RSR 911K	CAB 911X
RSR 911T	VOP 911S
RSR 911X	RS15 ACE
B911 RSR	A911 DPG
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911 SCR	WAG 944S
RS18 POR	RS68 RSR
987 MD	RS68 POR

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PCGB MEMBER TEL: 07730 007694  
EMAIL: erha300@aol.com

### REGISTRATIONS

## NLG 991T

Registration 'NLG 991T' for sale  
An interesting registration number 'NLG 991T' for sale, currently on my motorbike but easily transferred, buyer to pay fees. Tel: 07764 229155. Email: peter.bull@horizonaerospace.com.  
£850 P0918/023

## JAZ 911

'JAZ 911'  
Number plate for sale, 'JAZ 911'. Tel: 07983 898621. Email: jaspal469@btinternet.com.  
£11,795 P0918/009

## BX04TER

Registration for sale  
'BX04TER' registration for sale, suit any Porsche Boxster, plate is on retention. Tel: 07483 267015. Email: markfreem1@btinternet.com.  
£1200 P0918/005



Number plate  
Number plate for sale, 'F4C ME', call for more details. Tel: 01246 590698.  
Offers P0918/028

AUCTION/SHOWROOM/CLASSIFIED

# MARKET WATCH

The original 911 GT3 launched in 1999 is valued at three or four times the price of a regular 996 from this era. But despite that you might just find one that's 'cheap' enough to use in the way Porsche intended it to be, David Sutherland reports



996 GT3 at Springbok Sportwagen, good value at £55,300

It's highly likely that a new model of 911 bearing the name 'GT3' will be conveyed from the supplying Porsche Centre straight to a secure garage, where it will join a valuable collection of other sports cars that are in short supply and whose values are expected to rise. Some of these most track-focused of road Porsches may spend a short time actually on a track, but the owner is unlikely to drive with too much relish, lest the car is damaged – and more importantly its value dented, too. It's so sad, many feel, that the sports car that was designed to be driven flat out barely gets driven at all – the GT3 has become an entry in financiers' investment portfolios.

But it wasn't always like that. Go back to 1999, and the launch of the original, 996-

generation 911 GT3 and you found owners doing what is now the unthinkable – buying the Porsche and then using it for what it was intended, be that at track days or on favourite quiet roads, and having a blast. The legacy of that "reckless" era is a bunch of GT3s that are battle scarred and worn, and the fact that past owners enjoyed them means that now you can, too, because unlike most GT3s, they can be purchased for less than their new price of around £77,000.

So what is happening in the 996 GT3 market? Here we look at the 1999 to 2003 'Mk1' that used the 360bhp version of the 3.6-litre 'Mezger' engine, and 100 of which were supplied new by Porsche Cars Great Britain in right-hand drive, and also the 2003 to 2005, 381bhp 'Mk2', of which about 250 came to the UK. Engine evolution apart, it

had uprated brakes and a new rear wing.

There's no shortage of GT3s for sale, Pistonheads alone having 35 when we checked, the cheapest being offered by Springbok Sportwagen in Isernhagen near Hanover in Germany, a 1999, 75,000km (46,900 miles) left-hand-drive car with full history and priced at €62,500 (£55,300). You can buy an early GT3 £15,000 cheaper than that, but you need to be very careful about what you are looking at, warns Steve Wright of sports car specialists Park Lane in Alton in Hampshire, and who has bought and sold many GT3s in the past.

'Prices start at mid to high £40,000s, but this money is for a car that is going to be a bit edgy,' he says. 'A lot of the cars I've walked away from have bodywork damage. Of the early GT3s, to say that 50

per cent of them are in good condition is being generous.' His own stock included a 30,000-mile Arctic Silver car with black leather which had been in storage for some years and which he had bought from a Porsche Centre; he'd priced it at £69,995.

If you're buying with a view for investment, he also advocates avoiding anything that's been modified. That rules out a lot of cars, he tells us: 'A lot of GT3s have had suspension, and a lot have had brakes, but it's the suspension that would worry me more. The market hates modified cars, and likes unmolested cars.'

He also feels that reports of the 'Clubsport' spec (single mass engine flywheel, roll cage, driver's seat race harness, flame resistant seat trim, passenger airbag disabling device, battery isolator switch and fire-extinguisher) being worth more are exaggerated. 'Some people value Clubsports more highly when selling, but we don't feel that,' he says of the model that accounted for about 40 per cent of early GT3s. 'We feel that the Comfort is now seen as a more usable car.'

Steve doesn't recommend buying a GT3 at auction. 'It's mostly the rough ones that will pop up at auction, because a dealer can't stand by them when they sell them.' This July Historics at Brooklands presented a 2004 Clubsport with nearly 207,000 miles (but also a £28,000 engine rebuild), expecting it to sell for £39,000 to £47,000; it made £44,220. In May this year the same auctioneer featured an Atlas Grey 2004 car with a

more usual 40,600 miles and with a pre-sale estimate of £59,000 to £69,000, but it went unsold.

In addition to officially imported GT3s, you'll find a number of personal imports, including right-hand-drive cars from Asian markets. When nearly new, these cars' values were affected by the lesser warranty, but now they're little if any cheaper than UK spec models. But if you're prepared to take a left-hand drive import, there are some savings to be made in the UK: Middlesex specialist Left Hand Drive was offering a black, 2000 GT3 with 25,000 miles for £59,990, so broadly speaking the position of the steering-wheel could save you about £10,000.

Porsche itself is increasingly handling older models, provided they are either of classic age or specialist in nature, and we saw two Clubsports for sale at UK Porsche Centres, both 2004 cars. Porsche Centre Belfast was asking £75,950 for a four-owner, 20,000 mile in Arctic Silver, while Aberdeen had priced its three-owner, Guards Red 69,387-mile car at £69,000. We presumed that both cars answered to the description, "Never raced or rallied".

One or two of the GT3 RS, introduced in 2003, may have been used on track, but this model, with its uncompromised track set-up is now over £100,000. It leaves the ordinary GT3 looking something of a bargain, at least in relative terms – and a car that some owners will still feel comfortable driving as if they'd stolen it. **PW**



Park Lane GT3, £44,220



Historics GT3, £44,220



Historics, £59,000–£69,000, DNS



Porsche Centre Aberdeen, £69,000



Porsche Centre Belfast, £79,950

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P0918/042



### Porsche 911 Arsenal plate

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**£3500**

P0918/044



### SWANN or SWAN

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**£1699**

P0918/043

### JJI 9115

### Registration for sale

'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.  
**£2000**

P0918/045

## REGISTRATIONS



### JUST HOT!

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**£5999 ovno**

P0918/041



### 'JAZ 4911' private number plate

Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com.  
**£1000**

P0918/040

### P718 BOX

### 'P718 BOX' Porsche 718 Boxster plate

The best on the market for the Porsche 718 Boxster. Tel: 07487 834795. Email: p718box@gmail.com.  
**£3995 ono**

P0918/008

### LES 190

### 'LES 190' registration for sale

Until recently on my 964 but have now decided to sell the registration, on retention certificate, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.  
**£3500**

P0918/006

## REGISTRATIONS



### Boxster 987 owners!!!

The finishing touch for your first or second generation Boxster 987! A dateless registration number that can only increase in value, on retention. Tel: 07763 719646. Email: pbeb@freeuk.com.  
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P0918/010



### Reg number for twin turbo

Private plate 'TT02 OWN', ideal for twin turbo car, complete with pair of new undrilled plates. On retention certificate so £80 transfer fee already paid but £25 extra to DVLA to swap into your name. Text: 07799 064911 as phone on silent most of the day.  
**£499**

P0918/001

### GT03 DKT

### 'GT03 DKT'

On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.  
**£350**

P0918/046

## PARTS

### Porsche Boxster 986 hard top and stand

As new genuine Porsche Boxster (986) hard top finished in Lapis Blue, the hard top has had little use and has a black interior, glass rear screen with heater elements. Also has a hard top stand for safe and secure storage during the summer months, genuine OPC supplied fitting kit available at full asking price. Tel: 07766 513343. Email: ravbabbra@outlook.com (Wiltshire).  
**£550**

P0918/013

## PARTS



### Boxster hard top for sale

To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: pr@trade-events.co.uk.  
**£995**

P0918/029

### Genuine Porsche Boxster speed humps

Painted in Speed Yellow, complete with bags, they are almost new and cost me over £1000 including paint, I still have the original receipt. Tel: John, 07970 806674.  
**£600 ono**

P0918/020

### 1977 Porsche 911 parts for sale, and 2.4

911 parts, bonnet, boot lid, bumpers, various instruments/ sundries; 2.4T R7 engine and gearbox, instruments, ancillaries. Tel: 07879 466740. Email: keith@seatown.co.uk.  
**£695**

P0918/022



### Genuine 17" Cup 2 wheels for sale

Removed from my 993 Coupe, genuine set of 17" Cup 2 wheels in excellent condition, no kerbing or pitting, just a couple of very small marks on two wheels. 7J x17 ET55 and 9J x17 ET70, part no's 993 362 124.00 and 993 362 128.01, tyres are premium Hankook with 6mm tread on front and 5mm on rear, size 205x50x17 and 255x40x17, contact for more detailed photos. Tel: 07491 666163. Email: sbeazer911@gmail.com (Surrey).  
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P0918/017

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Manual Gearbox, LHD, Oak Green  
Metallic, code #265



Porsche 911T 1972 Coupe 2.4L  
Manual Gearbox, LHD, Slate Grey  
with Red leather interior



Porsche 911T 1971 Coupe 2.2L  
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1515 with Black leatherette interior

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**£1250** P0918/032

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**£1500** P0918/034

## PARTS



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Just restored, set of 4 OEM rims incl tyres for Cayman Boxster etc, fr 17x6.5J ET55, new Conti Sport Contact 3 N2 205/55/ZR17; rr 17x8J ET40, 5mm Pirelli P Zero Assym 235/50/ZR17, wheel centres not included. Enjoy much better ride comfort and lower noise, never been on a car following restoration by The Wheel Restorer in Wrexham, collect or can deliver or meet if a reasonable distance, PCGB member. Tel: 0044 1686 622680. Email: [phil.sewell@hotmail.com](mailto:phil.sewell@hotmail.com) (Powys).  
**£695** P0918/003

**Cayenne spare wheel**  
Genuine Porsche Cayenne alloy wheel with Continental Sport Contact 255/55R18 tyre, no damage or repairs, 4 - 2.5mm tread, used as full size spare, pictures available. Tel: 07766 160594. Email: [mawarman@supanet.com](mailto:mawarman@supanet.com) (Derbyshire).  
**£65** P0918/007



**Brand new Porsche battery**  
Part no 999.611.051.20, 12V 50Ah 300A, suit 924 Turbo or similar. Tel: 01225 863050 or 07899 925827. Email: [allanwindmill911@btinternet.com](mailto:allanwindmill911@btinternet.com) (buyer collects from near Bath).  
**£50** P0918/050

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## MISCELLANEOUS

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Don't forget your contact details!

Deadline for inclusion in the October issue is 16th August (November issue deadline 13th September).

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# TRIED & TESTED

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

**PORSCHE 3.2 CARRERA 1984 'B' 87,800MILES £39,995**



**T**his striking red coupé is for sale because its eleventh owner has reluctantly decided that he simply was not using it: he has covered barely 1000 miles in three and a half years, much of that mileage incurred in driving to the heated storage facility where the 3.2 has been spending its winters. Indeed this treatment exemplifies the cossetted existence this low-mileage 911 appears to have led for many years, an observation supported by the two very full lever arch files that contain its service records; these also corroborate the 87,800 miles indicated. The documents show that ten years ago the prior owner, a Porsche Club member who sought to bring the 911 to show standards spent £7000 on the bodywork: this comprised largely removal of localised corrosion and respraying. The invoices note that the kidney bowls and bottoms of the B pillars, a notorious pre-964 (and wheel arch liners) rust spot had been repaired previously and needed no further attention. There is no reference to any non-service engine work, but the 915 gearbox received new sychromesh on second, third and fourth, carried out in 2014, only 1000 miles ago. A proprietary stainless steel exhaust system was also part of general upgrading. The interior in grey beige leather with similar shade carpeting was re-Connolised.

The unblemished Guards Red coachwork has an almost show quality lustre, but just as impressive is the interior, apparently original, which exhibits few

signs of use – the leather of the driver's seat bolster is unfrayed and other contact surfaces similarly preserved. Only the dullness of the otherwise taut headlining is a reminder that this is a thirty-four year old car. This naturally raises expectations about the driving experience and they are not disappointing. The instruments have no needle flutter (a common aged 911 affliction) and the aftermarket exhaust has a deep, evocative rumble which is nicely muted: in leafy south west London streets this classic Porsche attracts friendly rather than antagonistic attention. Underway, the effectiveness of the rebuilt 915 becomes apparent, though second is a little difficult to find initially. The owner is quick to point this out and rightly suggests that use will tend to make it easier. In all other respects this is one of the best 915s your correspondent has driven. Porsche sychromesh is still the thinking man's gearbox and when it works as smoothly as here, it is a purer experience than shifting with the heavier G50. This rather sets the tone: the ride is very controlled and on its standard ride height, the damping feels firm and exactly right; cabin and chassis are rattle-free, the steering is taut with no hint of play and throttle take-up is instant and smooth and although there was no opportunity to test performance, it's a pretty fair bet that all 231 horses are present. Viewed from the bonnet the engine is entirely dry and leads and electrical connections all appear newish. The boot offers the same story: new Bosch battery, unused space

## CHECKLIST

### BACKGROUND

The 3.2 was the final development of the original 1963 901 torsion bar suspension design. The 74.4mm stroke of the 3.3 Turbo engine was combined with the 95mm bore of the preceding SC making 3164cc, and together with a 10.3:1 compression ratio raised power to 231bhp and torque to 207lb ft. The 915 gearbox received a separate oil cooler to cope with the additional torque; for MY 1987 this 'box was superseded by a heavier Getrag G50 five-speed unit marking the end of Porsche sychromesh. The clutch cable was replaced by a hydraulic linkage at the same time. During this decade the 911 put on weight: the first 3.2s weighed 1220kg, but final models were nearer 1280kg.

### WHERE IS IT?

Private seller Christyan Fox is a book illustrator and life long car enthusiast who, in a thirty odd year motoring career, has owned a Beetle a Jensen Interceptor, a 356 (which yielded to a 944 when children came along), several MGBs, three Deux Chevaux and presently he commutes in his fifth (Issigonis) Mini Cooper, a 1994 car which he is carefully backdating. He acquired the 911 in 2014 after a long search, alighting on this one "because it had everything."  
Tel: 020 8398 0287 (Thames Ditton)

### FOR

Exceptionally maintained 3.2 with very full service record confirming low mileage.

### AGAINST

Some buyers might prefer dealer facilities.

### VERDICT

Superb example that simply asks to be driven

### VALUE AT A GLANCE

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

saver and nooks and crannies dry and rust free.

This column has seen several 3.2s all around an asking price of 40k; this red 915 is by far the best example in terms of originality, mileage and condition. It really wants for nothing except a new proprietor who will lavish the same care as this 3.2 has long enjoyed and above all drive it as Porsche intended. Exactly in fact the the individual the vendor says he is hoping to find. He deserves his asking price. **PW**





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