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email: [sales@fvd.net](mailto:sales@fvd.net)



**Editor: Steve Bennett**  
01379 668748; porsche.world@chpltd.com

**Deputy Editor: Brett Fraser**  
brett@brettfraser.co.uk

**Features Editor: Keith Seume**  
01208 871490; keith@fastbrit.com

**Consultant Editor: Chris Horton**  
porscheman1956@yahoo.co.uk

**North American Correspondent: Matt Stone**  
mattstonerama@gmail.com

**Contributors**  
Kieron Fennelly, Antony Fraser, Mark Hales, Paul Knight,  
Jeremy Laird, David Sutherland, Johnny Tipler  
**Studio Manager**  
Peter Simpson

**Group Advertisement Manager**  
James Stainer  
james.stainer@chpltd.com

**Production**  
Liz Smith  
ads@chpltd.com

**CH Publications Ltd**  
1 The Alma Building, Brewerstreet Dairy Business Park,  
Brewer Street, Bletchingley,  
Surrey RH1 4QP, United Kingdom  
Tel: 01883 731150; fax: 01883 740361;  
e-mail: chp@chpltd.com

**Administration**  
Sandra Househam

**Accounts:** Bev Brown  
**Subscriptions:** Debi Stuart debi.stuart@chpltd.com  
**Website:** [www.911porsche.world.com](http://www.911porsche.world.com)

**Managing Director**  
Clive Househam

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# UP FRONT

Why are so many *911&PW* operatives running 986  
Boxsters? Bennett explains...

The obvious thing to do in this forward facing slot of the mag is to comment on the big cover stories and, worthy as they are – RPM's new 996 based CSR EVO, and a twin 964 Turbo test from the analytical pen of Mark Hales – there's other stuff that's caught the editorial eye. Like how come the 'Projects' section at the techy rear end of this issue is full of 986 Boxsters? It's not a sudden thing, granted, but from one 986 Boxster S on the fleet (Dep Ed Brett Fraser's yellow peril, now with the added visual impact of red wheels), we're now running three, with the arrival of the irrepressible Johnny Tipler's colour flipped roadster and news hound Jeremy Laird's rather more sober silver machine. Really, we might as well change the title to *Boxster & Porsche World*.

“ How come the 'Projects' section of this issue is full of 986 Boxsters? ”

So what is it with my colleagues and their Boxsters? Well, at the bottom of all this is the inescapable fact that the 986 Boxster is an entry level slice of Porsche genius and remarkable value for money that, once driven, raises the question – two seats aside – do you really need anything more? After all, its mid-engined, flat-six layout is the dictionary definition of 'handling.' It's got more than enough power and it sounds truly exotic. The roof folds away, which for a summer like the one we're enjoying at the moment, the Boxster really comes into its own. You'll never think twice about driving and enjoying a Boxster because of an ever steepening value curve, which neatly brings us back to its remarkable value for money. Hell, why haven't I got one?

Don't worry, it's not all wall to wall Boxsters. We'll be introducing some new air-cooled cars to the 'Projects' fleet as of the next issue...

**STEVE BENNETT**  
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ALL THE PORSCHE NEWS AND VIEWS

# NEWS

Porsche Cayman R-GT rally car \* Moderate makeover for the Macan \* Charles Ivey's Cooper connection \* Porsche sales on the up and up \* RPM Technik recruits air-cooled expert, Chris Boys



## PORSCHE PREPS R-GT CAYMAN RALLY CAR

Currently just a concept, could become a full-blown competition car

The wait continues for official news of Porsche's follow up to the smash-hit 981 Cayman GT4. But the old model isn't quite dead. Porsche has revealed what it is describing as a 'concept study' rally car based on the original GT4. We give you the Cayman R-GT Clubsport.

The starting point for the new concept-cum-racer is the Cayman GT4 Clubsport circuit car. That variant has been campaigned at clubsport level worldwide since the 2016 season and is powered by the same 385hp, 3.8-litre flat-six engine as

the GT4 road car. However, the GT4 racer differs from the road car courtesy of its dual-clutch PDK transmission, with shift paddles on the steering wheel. The road GT4 was available only with a manual gearbox.

For rallying, full underbody protection has been fitted to the GT4 Clubsport. An energy-absorbing foam element, as used in WRC cars, has been mounted in the doors. As we go to press, the Cayman R-GT is due to run as a course car at the ADAC Rallye Deutschland with Porsche-

retained pilot Romain Dumas behind the wheel. Dumas, of course, won Le Mans with Porsche in the 919 Hybrid in 2016 and has an extensive CV full of successful drives in 911-derived race cars. Indeed, Dumas's rally engineering company RD Limited has reportedly handled the competition makeover, turning a GT4 Clubsport circuit car into a rally weapon.

Group R-GT, of course, is an official FIA class for GT cars in rallying. R-GT cars compete in the FIA R-GT Cup, which takes place on Tarmac rounds of the ERC and

A Cayman R-GT rally car? Now that's something we'd like to see rallying competitively. At present it is due to run as course car on the ADAC Rallye Deutschland, driven by Porsche works driver, Romain Dumas



WRC, including Rallye Monte-Carlo, Ypres Rally, Rallye Deutschland, Rallye International du Valais and Tour de Corse. The R-GT regs were first introduced in 2011. However, since 2014 technical passports for individual vehicles have been available, meaning homologation for specific car models is no longer a requirement.

In 2015, the first year of competition, François Delecour snatched top honours overall in a Tuthill-prepared Porsche 997 GT3. Ever since, it's been the roaring GT3 that's defined the class and provided a compelling alternative to the hatchback-based WRC cars. Fiat has since entered the class with the Abarth 124 R-GT. Other models to have competed in the class include the Lotus Exige R-GT.

"We're looking forward to seeing how the rally world responds to our FIA R-GT

concept study," says Dr. Frank-Steffen Walliser, Vice President Motorsport and GT Cars. "I would like to invite every interested driver and team principal to visit the service park and take a close look at our rally concept car. Based on the feedback and the interest from potential customers, we will then decide by the end of the year whether we'll develop in the mid-term a competition car for near-standard rallying based on a future Porsche model."

It's not therefore certain whether the Cayman R-GT will make the transition from fully working concept to full-blown competition car. However, if it does, we'd expect it to be based on the upcoming new GT4, based on the newer 718 chassis. For now, Porsche hasn't confirmed the existence of a new GT4 explicitly. However, Porsche motorsport

reps have discussed the introduction of a new GT4 racer in some detail and indicated that it will have additional power thanks to a new spec of road engine.

Currently, the smart money is on a new naturally aspirated 4.0-litre motor that shares its swept capacity and perhaps some parts with the latest 911 GT3, but falls short of delivering the full 9000rpm and 500hp experience. An output in the range of 420 to 430hp is probable from the new flat six. Essentially the same engine will also form the basis of a new Boxster Spyder. However, given all existing 718 models currently run flat-four engines and have been promoted heavily courtesy of links to the classic 718 racer of the 1950s and 1960s, also powered by a flat-four engine, it's not clear whether the 718 branding will be retained for the GT4 and Spyder specials.



## MACAN GETS A MODERATE MAKEOVER

### Upgrades for Porsche's most popular model

Porsche sells the better part of 100,000 Macans annually. Since its launch in 2014, over 350,000 have found homes around the world. That's more than any other model over the same time period and it makes the Macan the heart of the Porsche range. This new updated Macan will therefore be critical to Porsche's fortunes.

Unveiled in Shanghai, which hints at the importance of the Chinese market for Porsche's mid-sized SUV, the revisions begin with updated exterior cosmetics and lighting. LED headlight technology is now standard and incorporates a three-dimensional design which can be further optimised with the Porsche Dynamic Light System Plus. Meanwhile, a new front fascia gives the revised Macan a wider appearance. Round back, Porsche has specified a three-part, three-

dimensional LED light strip, plus its latest design signature in the form of four-point brake lights.

However, the interior upgrades are arguably even more significant. The big news is the full HD 11-inch touchscreen and improved connectivity. Up from 7.2 inches in the outgoing model, the latest PCM system offers what Porsche describes as total connectivity and numerous digital functions. Similar to the infotainment rigs found in the latest Panamera and Cayenne models, the user interface on the infotainment system can be customised using predefined tiles. The air vents have also been re-designed and are now positioned below the central screen.

As with the current model, each Macan is equipped with a Connect Plus module, making every vehicle fully networked as

standard. This module underpins various digital functions and services such as intelligent voice control and the real-time traffic information that forms part of the standard online navigation system. One of the key elements of this system is the "Here Cloud" connection, which offers cutting-edge, swarm-based traffic data. Using the new Offroad Precision App, it is also possible to record and analyse off-road driving experiences in the Macan.

Elsewhere, newly developed tyres with improved performance characteristics are said to further raise the dynamic cornering potential, while new 20- and 21-inch wheels also offer greater scope to customise the design.

The new Macan is available to order now but pricing was yet to be confirmed as we went to press.

**Not a lot to see here! The Macan has received a moderate exterior and interior makeover, but then why radically change a best-selling formula**

## OUR TAKE

### 911 JUST KEEPS ON SELLING

In the first six months of 2018, Porsche sold no fewer than 21,400 911s. That is a simply staggering number in the full context of the current car market, one which is dominated by SUVs, cars tuned to hit emissions targets and seemingly unstoppable trends towards electrification and autonomy. The 911 fits into none of those categories. It's a relative dinosaur by most measures.

Of course, the 911 itself has been shaped to some degree by emissions concerns. That's why the flat-six engine in the mainstream Carrera models that make up the bulk of production has shrunk to 3.0 litres from a peak of 3.8-litres and now sports a brace of turbos. But 3.0 litres is big by any normal standard. Volvo, for instance, has bet its entire future on producing cars with nothing larger than a 2.0-litre engine. BMW's i8, surely a more relevant harbinger of things to come than, say, 6.5-litre Ferraris that sell in tiny numbers, makes do with literally half the capacity and half the cylinder count. What's more, in 2017 Porsche only managed to find homes for 32,197 911s all year. At an annualised rate, 2018's performance so far would add up to something in the region of 40,000 and surely make for a record.

Of course, the second half of 2018 looks set to be abnormal thanks to the introduction of the new WLTP emissions testing regime in place of the defunct if not disgraced NEDC programme. Currently, Porsche is only taking orders on a very limited range of sports cars as it works to fit petrol particulate filters and retune its entire range. Even then, the current Type-991 911 is near end-of-life and Porsche is tooling up for the new 992. Such transitions always see a temporary drop off in sales as one model finally dies and production gradually ramps for its replacement. So sales of the 911 in the second half of this year will be curtailed to at least some extent. But by any metric, the 911 is selling well.

Actually, the 911 is selling as well or better today than it ever has done. That's not only an incredible achievement in a market that has generally lost interest in mainstream sports cars. It's also well worth remembering whenever anybody dismisses modern day Porsche as being merely a maker of expensive SUVs.

Yes, Porsche makes far more SUVs than 911s and 718s. In 2017, Porsche made a

combined total of around 57,000 sports cars but also a combined total of 160,000 SUVs. But Porsche also makes far more 911s today than it did when all Porsche made was sports cars or indeed when all Porsche made was the 911. In the heart of the air-cooled era, Porsche was typically making 10,000 to 12,000 911s annually. Now it makes three times as many 911s, plus another 20-odd-thousand Boxsters and Caymans. And yet it is somehow less a sports car maker than before? Hardly.



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## CHARLES IVEY'S COOPER GRAND PRIX CONNECTION

### Porsche specialist discovers showroom link to grand prix icon

Surrey Porsche independent Charles Ivey is the first ever garage to bear an English Heritage blue plaque, which celebrates notable people of the past and the buildings they occupied. The granting of the distinctive rounded signage was made possible because the owners chose to preserve the building's heritage rather than sell for redevelopment to the highest bidder.

When proprietor Alvaro Crego moved Charles Ivey from Fulham to the Hollyfield Road, Surbiton facility, the building had been a police vehicle depot for over 40 years. What Crego didn't know was that the showroom and workshop had originally been the premises and headquarters of the Cooper Car Company. Founded in 1947, Cooper famously built single-seat, rear-engined grand prix cars and latterly the Mini Cooper road car. 'It was derelict, we had no idea of its history,' Crego says.

In a ceremony in mid-August attended by co-founder John Cooper's son Michael and other family members, plus Cooper employees from the 1960s, the structure with its curved frontage – described by English Heritage as 'Thunderbirds architecture which

captured the modernity of 1957' – became the 938th building in London to bear a blue plaque and the first in Surbiton. Several Minis and a 1959 Cooper race car were on display.

Michael Cooper said his family, who had retained ownership of the building, had planned to sell to a developer but could not get an assurance that its character would be retained, so accepted a lower price from Crego. 'Some things are more important than money,' he told us. Michael is a BMW Mini brand ambassador – but turned up in his Porsche Type-991 911.

The building, which was sympathetically converted back to original after the police vacated it in 2012, is now Grade II listed. Also in attendance at the ceremony was Charles Ivey, who set up his Porsche business around 1971 and sold it to Crego (who began there as an apprentice in 1978) on his retirement in 1991. The front showroom accommodates the Porsche 959 that was bought new in 1988 by Ivey, who revealed: 'I was going to buy two, but I decided to cancel the order for one of them!'

Above left: Staff from Charles Ivey and former Cooper Car Co employees, plus John Cooper's son, Michael Cooper, gather for the Heritage blue plaque unveiling. Above: Despite being a BMW Mini brand ambassador, Michael Cooper arrived in style in his 991

## PORSCHE KEEPS THE GOOD TIMES ROLLING

### Revenues and sales on the up and up

Porsche delivered no fewer than 130,598 vehicles worldwide in just the first six months of 2018. Combined with record revenues of 12.3 billion euros over the same period, it makes for the most successful ever first half of the year for Porsche.

Unit sales were up three per cent overall compared to the same period last year and it was the Panamera that enjoyed the strongest percentage growth. By the end of June, Porsche had delivered 20,500 units of the four-door sports car, almost double the figure from the same period of the previous year. But the evergreen 911 also saw double-digit growth with an increase of 28 per cent, amounting to 21,400 vehicle deliveries. Annualised, that should make for roughly 40,000 911 sales in 2018, making the year among the most successful ever for the rear-engine model.

Porsche also divulged that the highest-volume series continue to be the Macan with 46,600 vehicles delivered and the Cayenne with 28,700 deliveries. Conspicuously not appearing in the data released was any mention of the 718 Boxster and Cayman twins. Porsche is rumoured to be pondering the future of its mid-engined entry level offering in existential terms and we can only assume the lack of mention indicates at best mediocre sales performance.

"Our performance in the first half of the year has given us a strong basis for a successful 2018 financial year", said Oliver Blume, Chairman of the Executive Board of Porsche AG. "It is particularly pleasing to note that the iconic 911 is in such demand, given that this year we are celebrating '70 years of the Porsche sports car'. We are also continuing to invest in the future of our brand: Electrification, digitalisation and connectivity are major challenges that we are choosing to view as an opportunity. Next year will see the market launch of the Taycan, the first purely electric Porsche. It will set standards for the future of mobility", said Blume.

That said, the outlook for the second half of the year looks rather patchier, in part due to the imposition of new emissions standards. Heavy investment in new technologies including electrification could also take some of the shine off results in the second half of 2018. "We will have some challenges to overcome in the second half of the year", said CFO Lutz Meschke. Specifically, Meschke believes that the company will need to adapt to uncertain political and economic situations in key markets and also ensure that its model range is compatible with the new emission standards in Europe.

Porsche sales were up 3% in the first six months of 2018. The 911 performed strongly (see p12), but it was the non sports car models that led sales growth



## Selection of original design outer door panels/sills:



Door panel, early version, left

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DAN OE no. DAN90150340100\*  
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Door panel, early version, right

DANSK no. 590876  
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Fits: Porsche 911 63-65



Door panel, left

DANSK no. 590975  
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Fits: Porsche 911 65-73



Door panel, right

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Door panel, left\*\*

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DANSK no. 591074  
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OE no. 96550340201\*  
Fits: Porsche 911 88-94

\* OE numbers are just for reference.

\*\* Please note that only the right side is displayed.



Chris Boys brings with him 32-years of air-cooled Porsche experience

## RPM TECHNIK RECRUITS CHRIS BOYS

### Air-cooled expert to bolster RPM Technik's Special Projects Division

Buckinghamshire-based RPM Technik has recruited Chris Boys, the renowned Porsche technician. Boys will work alongside Ollie Preston in RPM Technik's Special Projects Division.

Boys brings an unrivalled level of Porsche experience having been at JZ Machtech (JZM) for 32 years where he made his name as a leading expert in early 911s from long bonnet cars to 993s. Boys' expertise promises to strengthen the growing reputation of RPM Technik's specialised restoration and tuning activities.

While Boys is new to the company, he is no stranger to key RPM Technik personnel. "I'm so happy to be making the move," says Boys, "having seen what RPM Technik has been achieving in recent years. Ollie (Preston) used to be my apprentice and we have always kept in touch over the years. They have some exciting things going on and a huge reputation within the industry so when the opportunity arose it was hard to turn down."

Boys started in the motor trade aged 11 working at a family friend's garage. A fifteen-year career working on different makes gave him a

great platform and understanding of the industry before he starting working on Porsche.

Chris prides himself not only for his expertise on Porsche, but also passing on his knowledge in training highly professional Porsche Technicians. Fully trained on Bosch fuel injection systems (especially K-Jet and Motronic) as well Porsche electronic systems and diagnosis, Chris's appointment can only be described as highly beneficial to RPM Technik's standing as one of the UK's leading Porsche specialists.

"Chris is a genius when it comes Porsche, says Preston, "especially air-cooled models so it's great to have him on board. Without him there may not even have been RPM in the first place. His passion, skill and attention to detail were something that I really benefited from as a young technician. I have been able to take these values into what we do here, so it seems fitting he now joins us."

Further information on Chris's appointment and the whole of the RPM Technik team can be found at [rpmtechnik.co.uk](http://rpmtechnik.co.uk)

## LAST CALL FOR PORSCHE CHARITY DAY AT GOODWOOD

### Help support Chestnut Tree House Children's Hospice in Sussex

The Porsche Charity Day in aid of Chestnut Tree House Children's Hospice is all go for Saturday, 13th October. The annual event will once again be held at Goodwood Motor Circuit, West Sussex.

Highlights of the event include a paddock meet with a chance to socialise with other Porsche enthusiasts and pore over all the luscious metal. Club stands from the like of Porsche Club GB, TIPEC, 911UK, Parr and more will line the paddock. A parade lap at noon provides a great opportunity to have pictures of Porsches taken on the circuit, while 15 minute track sessions will take place throughout the day.

The history of the event dates back to 2013, when Porsche enthusiasts Jonathan Trees, Tony Clinch, John Rampton and Andrew Wilson were having breakfast at the Aero Club at Goodwood and thought it might be fun to hire the circuit for a track day. Jonathan was already actively involved in raising funds for Chestnut Tree House through the Teddy Bear Run. Combining those efforts with a track day seemed like a fantastic opportunity to raise the profile of the charity while allowing everyone to have a fun day out.

Being Porsche enthusiasts, the group felt it should be a 'Porsche only' event and so the Porsche Charity Day came into being. It is run on a non-profit basis with all the proceeds raised, after the cost of the motor circuit hire, going to Chestnut Tree House. The first event was held in October 2013 and is now heading into its sixth year. Thus far, the event has raised over £37,000.

The charity gets less than 7p in every pound funded by the government and is reliant on fundraising events such as this. It costs £6850 per day to run the centre. Families are never charged for their care. The 2016 event raised sufficient money to pay for a day, and last year it was enough to cover two days.

The organisers would like to thank Paul Robe, Lawrence Stockwell and the team at Parr who have offered invaluable advice and support

over the years, along with Chris Seaward, Mandy Sutch and the team at Porsche Club GB who donate their time to both manage the bookings and the track event. Thanks also go to the crew at Goodwood Motor Circuit who help make the day the success it is, and Vroomphoto who take photos of the cars on the day and design and maintain the event's website and Facebook page. To find out more about the event, head for [www.porschecharityday.co.uk](http://www.porschecharityday.co.uk).

The ever popular Porsche Charity Day will take place at Goodwood on October 13th



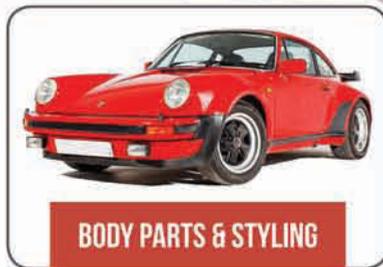
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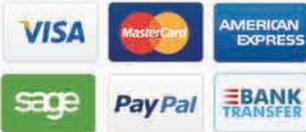
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## COST-EFFECTIVE CLIMATE RESTO

If you're an owner of a first-generation 987 or 997 model, you'll almost certainly be familiar with the common problem of sticky climate control rocker switches that are rapidly shedding their soft-touch coating. The result is an ugly mess that's only going to get worse. Indeed, now that early 987 and 997 models are all at least a decade old, even low mile examples can suffer thanks to the coating material becoming soft and fragile with age. Unless, that is, you get your switches restored by Car Bone. For a hundred bucks, or about £75, they'll take your climate panel, remove the switches and restore the coating with a harder-wearing replacement. What's more, the restored switches illuminate just like the originals. Head over to [car-bone.pl](http://car-bone.pl) to find out more.



## GO WITH THE FLOW

If you only want to do it once, do it right. A common refrain and one that neatly applies to this Dansk exhaust package for air-cooled 911s. This particular kit is compatible with 2.7-litre and 3.0-litre models dating from 1973 through to 1983. Highlights include stainless construction throughout, a free flowing design that helps release additional power and a 60mm tail pipe. What's more it's a comprehensive package that includes the back box, manifolds with heat exchangers, gaskets, fixings and more. The product code for this kit is 1620000810, but Dansk offers similar solutions for most if not all period air-cooled models. Available now from [design911.co.uk](http://design911.co.uk) for £2275, it's not exactly pennies, but it is competitively priced and should make for a sound long-term investment.



## GIVE YOUR 911 A GOOD GRILLING

Air-cooled 911s are now extremely expensive. The downsides to that are obvious enough. But there are upsides, too. Rocketing values have also supercharged the 911 restoration industry, the consequence of which is much better availability of quality parts. There's very little you can't now replace with a brand new bit on an old 911. This engine grille is a great example. Sold under the Classic Line brand, it comes from JP Group in Denmark, a huge Porsche parts specialist that's also responsible for well known brands like Dansk. This grille is designed for 911s built between January 1963 and July 1967, plus 912 models from January 1965 to February 1970. To source yours, search for product number 1684550200 on [teilehaber.de](http://teilehaber.de), where it's currently priced at €463 or approximately £415.





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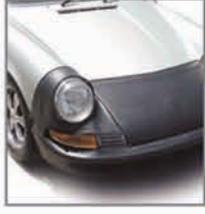
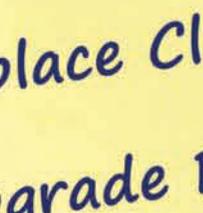
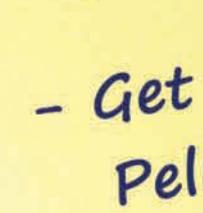
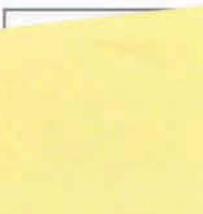
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There's no substitute for getting your own hands dirty. But not all of us have access to a four-poster lift, a shed full of tools and endless hours for DIY tinkering. Instead, this detailed and fully functioning 1:3 scale model of the 550 Spyder's flat-four race engine offers a more viable way to go hands-on with some Porsche engineering. Made up of over 300 parts, the kit takes around five hours to build. What's more, the pieces snap and screw together without the need for any glue. The result is a machine in motion, including crankshaft, pistons, valves. It even has integrated lights to simulate combustion as the engine rotates, comes with a detailed manual and emits a characteristic flat-four soundtrack. Grab yours from [selectionrs.com](http://selectionrs.com) for €229.95 or around £200 in old money.

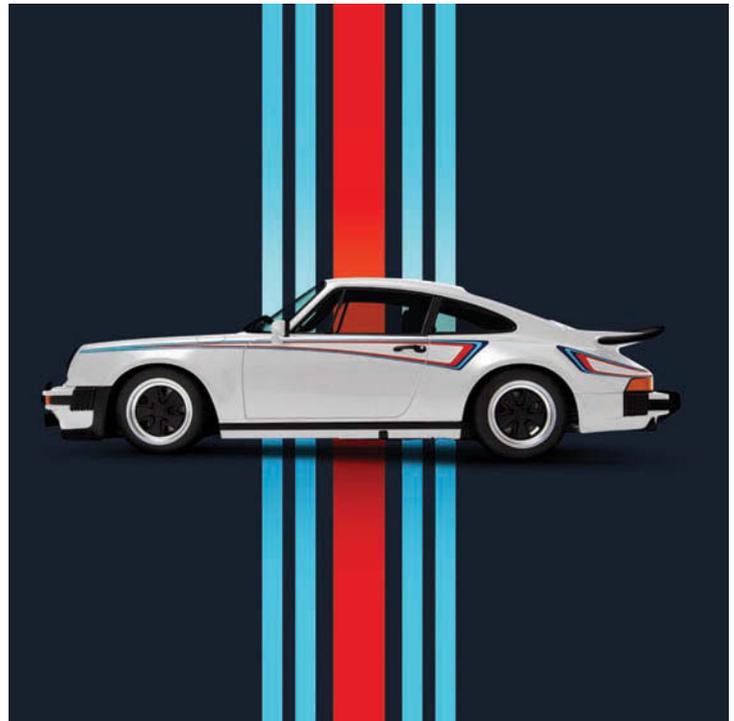
### ARE YOU SITTING COMFORTABLY?

Well, you would be in these natty new seats from our chums at Selection RS in France. The two-seat tubchairs are said to be inspired by the liveries of the most legendary racing cars from across the ages, including several Porsches. Constructed internally from particle board, they're covered in hard wearing and stain resistant PVC and polyester. Currently, three liveries are available: Gulf, Martini and Pepita, with the latter recreating the classic houndstooth and vinyl upholstery of classic 911s of yore. Dimensions are 120cm by 80cm by 75cm, while a smaller single-seat version is also available. Perfect for adding a little Porscheness to your office, living room or garage. The two-seater is in stock now for €399.95 or £355 from [selectionrs.com](http://selectionrs.com).



### PORSCHE POSTERS

Garage or man cave in need a little Porschefication? Then may we recommend one of a number of new art posters from our friends at CarBone in Poland. The poster shown here celebrates the iconic 930 Turbo replete in its optional M42 Martini livery. Among others you can also opt for a poster commemorating 70 years of Porsche, a pink Gozzy Kremer hood livery design and one that celebrates Porsche's Le Mans exploits over the last four years. Each poster is available in two sizes: 68cm by 98cm and 29.7cm by 42cm. Pricing is \$28 or £22 plus shipping for the larger format and \$10 or £8 plus shipping for the small format. You can also view all the posters, plus download versions of the posters to use as PC wallpapers and smartphone backgrounds, from [car-bone.pl](http://car-bone.pl).



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## MODEL OF SUCCESS

Such is Porsche's rich racing heritage, the number 23 917K of 1970 is just one of the marque's many Le Mans winners. But thanks to its so-called 'Salzburg' red-and-white flowing livery, it's surely one of the most striking. Raced to victory that year by Richard Attwood and Hans Herrmann, it's remarkable to reflect that the car achieved 384kph using late 1960s technology. As it happens, the 1970 victory was also the first of many outright Le Mans wins for Porsche. You can capture the glory of that win in minute detail with this stunning 1:12 scale model from Minichamps. Just about every element of the race car's exquisite engineering has been preserved for diecast posterity. Available now for €199.95 from [selectionrs.com](http://selectionrs.com) or roughly £180.



## JÄGERBOMB

The first of our road and race widebody pairing is this 1:12 scale recreation of the 1976 934 Jägermeister car from Team Max-Moritz. Winner of the DRM Eifelrennen that year, it was helmed by one Helmut Kelleners, a racer who also bagged notable victories at the Spa 24 Hours race in both 1968 and 1970, along with the 24 Hours Nürburgring in 1972. The 934, of course, was a very successful factory racer for Porsche, with at least 400 units being produced during 1976 and 1977. The 1976 version ran around 480hp from its turbocharged 3.0-litre flat six. In 1977, that was upgraded to fully 550hp. Combine that with an overall mass of 1100kg and you have the makings of a quick little car. And a gorgeous 1:12 scale model from Minichamps, available from [selectionrs.com](http://selectionrs.com) for €189.95 or £170.



## TURBO TECHNICS

It's remarkable to note that the mighty 930 Turbo, the widebody monster with a reputation for both huge performance and zero sympathy for driver error, hit the market in 1975 with just 260hp transmitted through a mere four-speed gearbox. Significantly less, in other words, than the basic 300hp Boxster has available today courtesy of a six-speed transmission. It's also intriguing to recall the 930 originally existed to comply with FIA homologation requirements. Fast forward over 40 years and the 930's relatively small-capacity 3.0-litre engine and turbocharged induction looks pointedly prescient. The 930 survived right up to 1989, when its G Series underpinnings were replaced by the 964 family. It also lives on today thanks to this fantastic 1:12 scale model from Minichamps and available in multiple colours at [selectionrs.com](http://selectionrs.com) for €239.95 or around £220.



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## 1972 Porsche 911S Targa Stock 9877

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

**For \$159,500**



**1959 Porsche 356A Cabriolet Stock 9495**  
The 1959 Porsche 356A Cabriolet presented here for sale with matching numbers is available in a beautiful color combination of blue with a tan interior. It is equipped with a manual transmission, soft top, alloy wheels and includes the spare tire. A very desirable and sought-after example which has had the same owner since 1980. A great candidate for light restoration and is mechanically sound.

**For \$104,500**



**1969 Porsche 911S Targa Stock 9873**  
The 1969 Porsche 911S Targa shown here is available in an iridescent blue with a black interior color combination. It is updated to a G-Series body and is equipped with a 2.7-liter engine with a 4-speed manual transmission, dual Weber carburetors, Fuchs wheels and includes the spare tire. An excellent original California car which had the same owner for many years and is mechanically sound.

**For \$44,500**



**1971 Porsche 911T Coupe Stock 9488**  
The excellent original 1971 Porsche 911T Coupe shown here with matching numbers comes in its original color code #1111 light ivory with a tan interior. It is equipped with a 5-speed manual transmission, air conditioning, cookie cutter wheels and includes the spare tire. The 911T was previously owned by a Porsche Club of America (PCA) owner and is mechanically sound.

**For \$49,500**



**1975 Porsche Carrera Targa Stock 9769**  
The 1975 Porsche Carrera Targa shown here with matching numbers is available in its original stunning color 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 \$39,500**



**1976 Porsche 912E Sunroof Coupe Stock 9815**  
This stunning 1976 Porsche 912E Sunroof Coupe with matching numbers comes in its original gorgeous color code #936 silver with a red interior. It is equipped with a manual transmission, sunroof and Fuchs wheels. An excellent 1-year-only and very collectible example which is mechanically sound.

**For \$27,500**



**1978 Porsche 930 Sunroof Turbo Carrera Stock A1143**  
This 1978 Porsche 930 Sunroof Turbo Carrera in beautiful Cashmere Beige, Code #D1, exterior over a dark brown leather interior comes equipped with matching numbers 3.3L engine and a 4-speed manual transmission. This one-family, two-owner coupe is available with an electric sunroof, European exhaust, original spare tire, tire air compressor and tools. The odometer shows a touch over 10,000 miles which is believed to be original. This original blue-plate California car comes with a Certificate of Authenticity, and is an early production number car, and is mechanically sound.

**For \$140,000**



**1985 Porsche 930 Stock 9881**  
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, TRV 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**



**1987 Porsche Carrera Sunroof Coupe Stock 9934**  
This original paint 1987 Porsche Carrera Sunroof Coupe featured here with matching numbers comes in its original color code #027 guards red with a tan interior. It is equipped with a G50 transmission, air conditioning, power windows, sunroof and Fuchs alloys. An excellent original California car which is mechanically sound.

**For \$39,500**



**1990 Porsche 928GT Stock 9962**  
This limited production 1990 Porsche 928GT is available in red with a tan interior. It comes with a salvage title and is equipped with a very rare 5-speed manual transmission, air conditioning, power windows, power steering, power seats, dual airbags, cruise control, solid wheels, sunroof and includes the toolkit. An excellent original California car which is a very presentable weekend driver and is mechanically sound.

**For \$37,500**



**1992 Porsche 964 Cabriolet Stock 9487**  
This 1992 Porsche 964 Cabriolet featured here is available in its original color code #700 black with a tan interior. A highly sought-after color combination. It comes equipped with a 5-speed manual transmission, air conditioning, OEM stereo, power windows, power steering, power seats, solid wheels, soft top with boot and the original owner's manual. An excellent weekend driver which is mechanically sound.

**For \$32,500**



**1985 Porsche 930 Turbo Stock 10001**  
This very sharp 1985 Porsche 930 Turbo featured here with matching numbers is available in its original color code #908 Grand Prix White with a black interior. It is equipped with a manual transmission, short ram intake, air conditioning, power windows, sunroof, drilled rotors, Porsche twist wheels and includes the spare tire and jack. It has been with the same owner for many years and is mechanically sound.

**For \$67,500**



**1997 Porsche 993 Cabriolet Stock 9730**  
This very presentable 1997 Porsche 993 Cabriolet featured here with 72,553 miles on the odometer is available in its original color code #741 black together with a black interior. It comes with a clean CarFax and is equipped with a Tiptronic transmission, air conditioning, cruise control, power windows, power steering, power seats, power soft top with boot, OEM stereo, drilled rotors, Porsche twist wheels, original owner's manual and includes the spare tire. A very clean low mileage Porsche 993, which is mechanically sound.

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## YOU WRITE, WE READ

# LETTERS

Got something to say? Need to express an opinion on the Porsche world? E-mail us on [porscheworld@chpltd.com](mailto:porscheworld@chpltd.com)

## CAYMAN PARANOIA

In response to Jeremy Laird, September issue 2018, I want to say this. It is not in my nature to respond in this way. I have been patient with his constant worries and reportage for much of the time. But his closing article on the Cayman brought me at the end of my tether.

It is good he is off the scene but I hope he does not start the same poor quality articles on his Porsche Boxster 3.2 by discouraging others from possessing one and enjoying their Porsche. I had a Boxster 3.2 and do you know what? I never gelled with it. I was more in love with my 2.5 Boxster that had preceded it. So within a year I sold my brand new 3.2 and moved into the 996 territory. Again, there was something there that was not for me. Then I moved onto a 987.1 Cayman S. Eureka! I gelled with the 987.1 so badly that if anyone ever pulls it away from me I will be left without skin.

The moral here is that we need to be careful when we present our personal views on a subject. The Cayman is such a good and solid car that readers should know about it. They should stop listening to personal traumas and dramas and stop believing the story wholeheartedly. They should get on with driving and enjoying their Porsches without fear and intimidation.

Mr Laird's excursion into Porsche 987.1 ownership was a mistake in the first place. He came in with serious preconceptions to the point that he became so overtaken by events that at every turn of the wheel, every knock, every sound emanating from his car was deemed to be a prophecy of doom and disaster. Quickly enough, he got to such a mental state that he started believing his own fears to the extent that he presented his articles on the 'Croc' as an expert on the 987.1 engine, suspension, ride quality, tyre sizes and the rest with such an obsessive manner that he succeeded in becoming engulfed in his own nightmare. In the process, he probably started harming his own health from the intensity. Unfortunately, his expressed litany of personal experiences (factual or other) filtered through so badly that he was sending the wrong and not so independent message to your readers.

People should be informed but allowed to buy their cars and keep driving them without being made to sweat at the wheel, or feel paranoid that at the turn of the ignition there may well be an explosion.

Some editorial intervention, independence and balance in reporting

personal likes and dislikes should always be applied. When stories get out of hand, the unwary readers may believe the unfortunate personal story to their own detriment. The legendary Orson Welles once broadcast a fictional story about the world coming to an imminent end. It was so convincing that thousands rushed to escape the oncoming onslaught by turning to the streets and praying to God to save the world. When the world was found to be safe the next morning, they were happy that their strong faith negated the inevitable and the world was once again safe from cataclysm.

**Professor Tony Vass, via email**

**Steve Bennett replies:** Thank you, Tony, just the sort of letter we like and enjoy reading/publishing. In fairness to Jeremy, his engine did blow up one week after buying his Cayman, which might have tainted his view, but he did take the car to 100,000+ miles, and so did have plenty to experience and say on the subject. Wheel/tyre sizes and suspension are very personal (and I'm equally guilty here) things and Jeremy was always clear that it was his own personal Nirvana that he was chasing.



Cayman issues all in the mind for our man Laird? Read about his new 986 Boxster on p102

## INSURANCE THANKS

Thanks for publishing my letter re-insurance a few issues ago re-insuring modified cars. Phil Churchill's reply (911&PW, August issue) was very useful. As recommended by Phil, I recently contacted A-Plan insurance and they provided me with a quote approximately £200 less than my current insurer, despite my modifications (Ohlins dampers, new brake master cylinder, braided hoses etc).

Furthermore, as implied by Phil, the staff were approachable and readily provided me with a quote. When my insurance comes up again, I will certainly contact A-Plan again.

**Stephen Smith, via email**

## MODERN RULES

I enjoyed the £30k Porsches feature in the Sept issue of 911&PW. It had a certain ring to it as I've recently traded in my 1994 968 Cabrio for a 2015 981 Boxster 2.7 (slightly more than £30k). Here I must confess to the actions of a certain Mr Seume in going modern did have a certain bearing on my thinking...

In further praise of the modern £30k options, I would suggest that the Boxster and the Cayman in your test are far less likely to incur an owner any immediate costs, whereas the older cars (and having just parted with one) will need constant upkeep, so the £30k is probably just the start of the cost with the older cars.

The performance and handling of the 981 is just so smooth compared with the 968 and that's before considering modern accessories like heated seats, cruise control, air con, park assist, DAB radio etc, that the older cars do not have.

**David Barnett  
Teddington**

**Steve Bennett replies:** Yes, David, but the older cars have character! And as for the actions of Mr Seume? I guess in modern parlance, that makes Keith an 'Influencer!' Porsche will be delighted. And in terms of costs? Let's see how the PDK fault code that's just flashed up on Keith's Cayman's dash pans out! More on that in the next issue, I'm sure.





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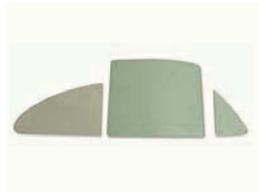
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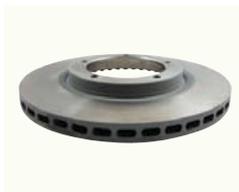
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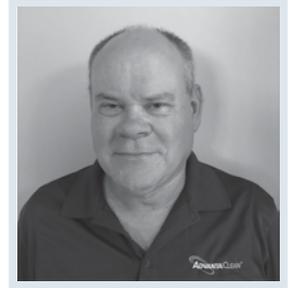
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# THE USUAL SUSPECTS



**TERRY THOMAS**  
*The view from across the pond*

Making a welcome return, US columnist, Terry Thomas, ponders the lure of the air-cooled 911 and how – as surely as night follows day – he keeps returning to the clattering, air-cooled flat six. This time it's a Carrera 3.2 and it's going to be a keeper

## DRIVING BACK INTO THE PAST

**M**y Porsche ownership journey has been both long (35 years) and varied (13 cars over that span of time). Yet, after dabbling in all manner of Porsche formulations – 911s, transaxle cars, a 928, and three Caymans (Caymi?) – I continually find myself back where I started, with an air-cooled 911 in my garage. Despite the competency of the 944s, the majesty of the 928, and the all-around magnificence of the Cayman, it seems that all the roads I travel, circuitous though they may be, inevitably lead back to the luftkuhler.

Why, given the cornucopia of modern Porsche water-cooled wonderfulness, does the air-cooled car hold such mystique, not only to me, but to so many? I think it's the sheer will and uncompromising personality of the thing, born with the first in 1965 and ending with the last in 1998, long after every other manufacturer had abandoned both air cooling and rear-mounted engines. No, Porsche remained stubborn, aided by the legions of fans who loudly proclaimed they would have nothing else. During my formative years, the ability to drive a 911 well was a badge of honour, for the early, swing arm cars (up through the 3.2 Carrera) required finesse and skill to avoid trouble. In this age of do-everything, nanny-aided, no-skill/no-thought-required transportation appliances, the air-cooled 911 stands out in stark, defiant relief.

One drive in an air-cooled car, especially one of the aforementioned swing arm cars, demonstrates not only how far we have come, but also how much we have lost. You do not bend the car to your will; you and the car jointly agree upon the course of action dictated by its designers all those years ago and enforced by the hundreds of pounds of engine lurking behind the rear axle. The car does not struggle to ascertain what it thinks you want it to do, it does exactly what you tell it to do. Choose your words carefully.

And speak to it gently. This is a fingertip car. Set upon it with fists of ham and it will deliver a memorable lesson in applied physics. Try to manhandle a cranky 915 gearbox and it becomes a balky, bitter malcontent (and, for an extra thrill, one can even choose a turbo version, which bestows yet another whole layer of operational challenge upon the proceedings). But drive the car with respect, gently but confidently, and it morphs into an extension of yourself, delivering elation that is unmatched to this day. Of course, the car is not for everyone. The air-cooled 911 is like liquorice. Not everyone likes liquorice, but those that do like it a lot.

A whole lot, it seems. Despite being two decades out of production, the cars retain a following verging on fanatical. Virtually any part is now available from a wide variety of sources, and a cottage industry full of vendors exists to provide a nearly non-stop flow of new, improved parts to serve the car's legions of fans.

**TT's new ride, the now or never purchase of a 911 Carrera 3.2**



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



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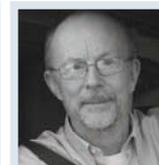
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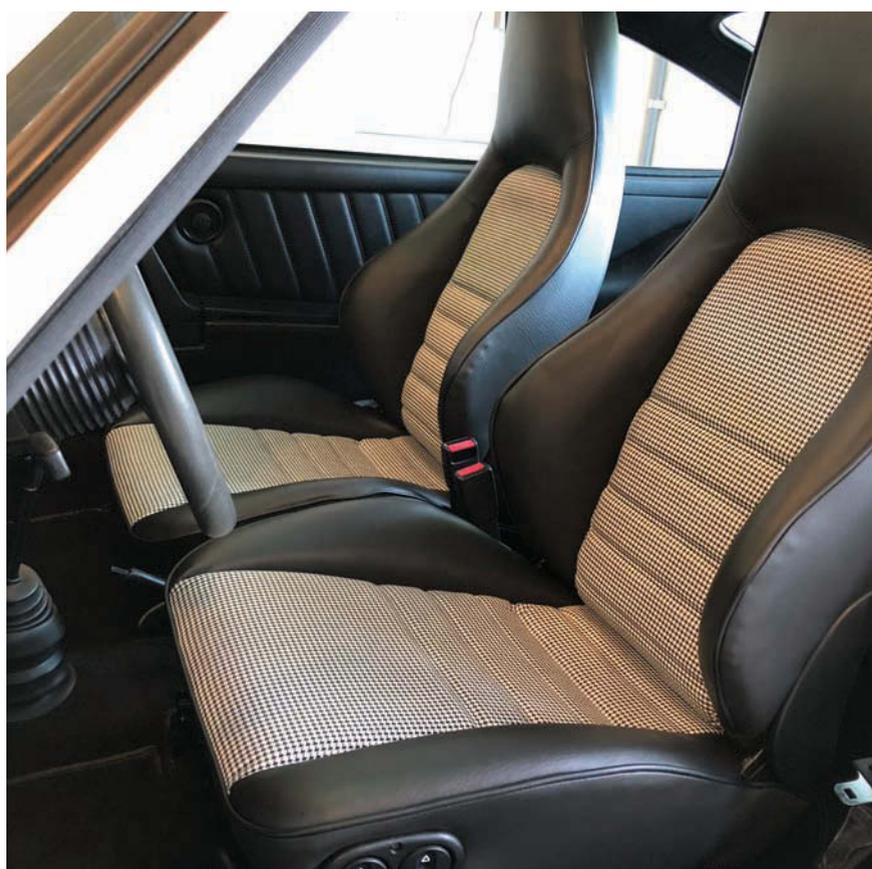
CHRIS HORTON

Thanks to the interchangeability of many components between the years of production, one can mix and match parts to create a car uniquely suited to its owner. It's the equivalent of a completely customisable four-wheeled Barbie Doll for men. Or women.

Within the last year or so, I came to realise that the window of opportunity to own another example was slamming shut, given the rapid and seemingly unending rise in prices. It's as though the whole automotive world, bored with the sameness and lack of personality of the current crop of automobiles, suddenly took a step back, regarded the hoary old 911 anew, pointed, and simply said: 'that.' The latest – and likely last – air-cooled example entrusted to my care is a 1985 coupe, accurately described as a "driver," by the seller. The price was dear, and required the sale of my 2009 Cayman S, as I had neither the funds nor the space to keep both. A Seattle-based car since new, it has suffered none of the corrosion that ruins many examples from less mild climes, though it has certainly had a few adventures, judging from the body shop repair orders that accompanied the car. But it is both straight and mechanically sound...for the most part, making it the perfect canvas upon which to paint. I shall fix, fettle and fuss, updating this and backdating that, until it is exactly what I want it to be, heeding not the chorus of "keep it 100% original!" that inevitably creeps into discussions these days. Nor will I succumb to the tendency to stiffen, soup up and otherwise 'improve' the car to the point where it is happy on track but miserable everywhere else, a charge of which I have been guilty in the past. No, this one must remain civil, and comfortable enough for long trips with Mrs Thomas. To that end, I am even considering taking the plunge and installing electric air conditioning, the wretched original unit having been removed by the previous owner and packed away in a box, where perhaps someday in the future a restorer of 911 antiquities will be delighted to find it. Given the stubbornly analogue nature of the car, my first act as its new owner was to apply to the State of Washington for a personalised plate that said "ANALOG." Alas, the state, in its wisdom, nixed that idea, on the grounds that this particular was "prohibited," presumably because the first four letters spell a naughty word. Based on this surprising – and silly – bit of governmental prudery, I decided not to bother applying for a plate that read "FUCHS."

Personalised plate notwithstanding, I plan to build exactly the car I want, then drive the wheels off the thing, urged along by the distinctly unique whirring and chattering emanating from behind, simultaneously carrying me both forward into the future and back into the past. **PW**

Terry hasn't been slow in getting to work. Detailed engine bay is immaculate. You can read more in the 'Projects' pages in future issues of 911&PW



Houndstooth seat insert re-trim carried out by local seamstress. Again look out for full story in a future issue

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56,000 miles .....**£33,000**



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Basalt black with black leather  
56,000 miles .....**£34,000**



**911 997 "2S" tip (07 - 2007)**  
Meteor grey with black leather  
60,000 miles .....**£33,000**



**911 997 "2S" 3.8 (07 - 2007)**  
GT Silver with black leather  
62,000 miles .....**£33,000**



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# EVOLUTION OF FUN

James Dore is a serious petrol head and has worked his way through a great variety of modified and stock German cars over the years. However, as his family has grown, he's had to think smart in order to find a way to combine his passion for fun and German machinery with his family commitments...

Words and Photography: Paul Knight

**I**t seems more and more often that we stumble across shall we say '40-something' Porsche owners who have made the progression from air-cooled VWs to more sporting machinery. James Dore fits this profile perfectly as his journey through the world of German vehicles has evolved from air-cooled four cylinder fun through to four- and then six-cylinder water-cooled power.

Working as a key account manager at Mercedes-Benz LCV, James has access to a company car for the daily grind. In fact, he's had a company vehicle for the past 20 years, which has allowed him the luxury of owning a second vehicle which he could reserve for 'weekend use'. He explained, 'My first car was actually a lowered '72 Beetle with a tuned 1679cc motor, which proved to be the quickest car to 60mph in the college car park at that time!' He continued, 'Once I started work, I purchased a '57 lowlight Karmann Ghia followed by a '62 Beetle, which was totally stock, right down to the original 1200cc

motor'. James owned that Beetle for the next 18 years, over which time it was transformed into a California Look car running a 2276cc VW motor that pushed out close to 200hp. That red Cal-Look Beetle was a well-known car both at shows and on the drag strip, where it was perhaps most at home. Fitted with a beefed up transmission with short gears and all the right parts, it was a lot of fun to drive, and

the family was left at home. He laughed, 'I ended up feeling so guilty that I decided it was time to find something with rear seats that the kids could enjoy, too.'

But, before we jump into the 996, it's perhaps worth mentioning at least a few of the other cool cars that have passed through James' hands over the past few years. 'Air-cooled VWs aside, I've also owned a couple of Golf GTIs, a nice Audi

“ Feeling guilty, I decided to find something with rear seats ”

could put pretty much any modern sports car to shame over a standing quarter mile. However, the Beetle was really just a two-seater, which eventually led to James feeling a little guilty when he set off for a self-indulgent weekend at a drag strip while

S2 Avant plus a nice Bluestar/Hannover Edition VW T25 Bus', said James. He went on, 'I did take a brief break from the German theme thing when I picked up a very clean Alfa Romeo 164 Cloverleaf – and I have to admit that it's one of the

James Dore with his 996 C2. Seeing the 964 boat sale off without him, value wise, prompted the 996 purchase, in case he got left behind again



few cars I regret selling on.'

Having progressed from air-cooled VWs to more modern Audi and VW models, it will come as little surprise to learn that his first Porsche was a 924 model. James commented, 'the 924 was an amazing find as it had just 10k miles on the clock when I purchased it'. The reason the car had covered so few miles was due to it being parked up for almost 20 years, however, James could see past the dirt and grime so he handed the car to Dave and Russ at RSR Porsche, where it was checked over and recommissioned. James said, 'It was a lovely car but, given the incredibly low mileage, I found myself feeling guilty whenever I added miles to the odometer.' In short, James decided to pass this one on to a collector who would appreciate the low mileage; what he really needed was something he could clock up plenty of miles in without worrying about hurting the value or picking up a few stone chips.

Bitten by the Porsche bug, James decided it was time to look for something a little later than the 924 – the kind of car he could enjoy with the family. He explained, 'Having watched the prices of 964s rise and rise, I simply left things too long and, by the time I had made my mind up, I was probably 18 months too late to that party, because prices had simply gone through the roof'. He continued, 'back in 2004/5 I was actually selling 996s new at a

Work in progress. Interior is due to receive hard-backed sports seats and a deeper dished wheel. Engine has had the IMS bearing replaced. It's an MO30 car, too, so has a LSD



“ With the prices of all air-cooled models still climbing, earlier water-cooled six cylinder cars are a bargain ”

dealership hence I knew those cars pretty well and decided that it would probably make sense to seek out a decent example while the price of early cars was still sensible.' With the prices of all air-cooled Porsche models still climbing, the earlier water-cooled 6-cylinder cars are quite a bargain by comparison. Plus there are plenty to choose from when you start to look around; hence they make a great buy for those looking to dip a toe into the world of Porsche ownership.

It was a tip off by his friend, Alex Spring, that led James to this 1999 Ocean Blue 996. James explained, 'I bought it from a chap named Jason and he told me that it had been parked outside his workplace when some chemicals were accidentally spilt on to it by the business next door, so the insurance kindly shelled out for about two thirds of the car to be repainted'. More importantly, it was a non-sunroof Carrera 2 model (which James really wanted) and featured the MO30 limited slip diff option.

Ocean Blue looks good on a 996 and makes a change from the silver of most early cars. James's Carrera 2 is a 1999 model



The key to making a 996 C2 look good? Remove the rear badge and rear wiper and lower the suspension. That's it, really. James has also fitted OZ Alleggerita wheels

The 3.4-litre motor had recently had the IMS (intermediate shaft bearing) fixed and the brakes and suspension had both been overhauled, too. The key point is that the seller needed to free up some cash to help expand his business, hence James was in

far, the mods include goodies such as H&R Cup springs, Koni shocks, OZ Alleggerita wheels (9x18 front and 11x18 rear), braided brake hoses, Pagid Blue discs and pads, a Shift Right Solutions alloy ball-raced gear shift linkage and a Top Gear exhaust

backs) in the near future.

He commented, 'I really want a ducktail for the engine lid, and Dave at RSR who looks after the car has mentioned some tuning tweaks for the engine...' He continued, 'It's mainly work to improve the drive of the car, as I don't think 996s need much adding to them to look good – they just need to be lowered and the rear wiper and badge deleted...in fact, they're a great looking car, even with those headlights!'

For now, James is just happy to have a car that's fun to drive, reliable and just about big enough to fit the family in for a Sunday afternoon drive and, whilst he still has some changes and upgrades planned, we have a feeling that he's well and truly hooked now and that this may not be his last Porsche project car! **PW**

“ They're a great looking car, even with those headlights ”

the right place at the right time and picked it up for a great price.

This was around 18 months ago and James has continued to tidy things up and make a few changes over that period. So

system with GT3 tailpipes. Inside, the car is currently stock specification, although James has deleted the centre console and plans to fit a Cup steering wheel and a pair of 996 Sports seats (with painted

Left: Creating a smokescreen on the drag strip. Middle: 924 with just 10,000-miles on the clock deserved to go to a collector. 1957 Karmann Ghia was an early VW purchase



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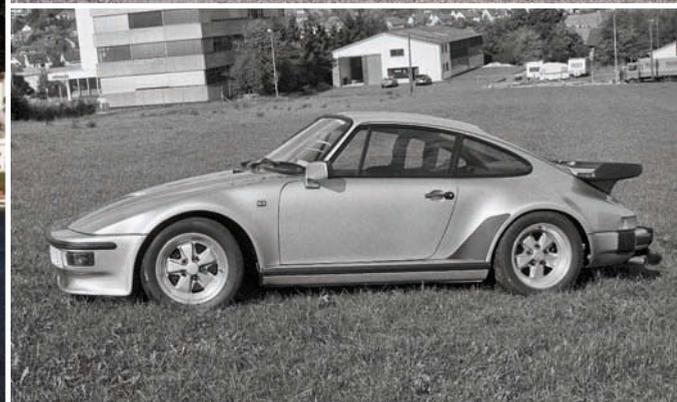
1948-2018



The 1980s witnessed two major evolutions for the 911, morphing from SC to 3.2 Carrera in 1983 and the 964 in 1989, with the 959 supercar prefacing volume production four-wheel drive. Having been seen as the future of the Porsche line-up, the front-engined models – 924, 928 and 944 – became more refined as the decade progressed, only to face the axe as the 911 was rehabilitated with the incoming 964. On the competition front, the marque went from strength to strength, with innumerable successes including seven consecutive triumphs at Le Mans and many wins in WEC Group C events, plus two victories in the harrowing Paris Dakar Rally

Words: Johnny Tipler

Photos: Porsche Photographic Archive



## 1980

●The 928S is launched, running a 4.7-litre V8, matching the 930's 300bhp power output. Transmission is either five-speed manual or three-speed Daimler-Benz automatic, with cruise control and climate monitoring also woven into the luxury spec, plus small front air dam and rear spoiler.

●The 924 Carrera GT is the first competition car derived from the new front-engined ranges. An evolution of the 924 Turbo, it is given the factory type number 937. The body kit is unpretentious as the car is intended for competition work, and it is produced in sufficient numbers for homologation into Group 4. Visually, the 924 Carrera GT stands out because of its plastic front wings and wheel spats, and that distinctive bonnet air scoop. Under the

skin, what makes it special is the intercooler that the ordinary 924 Turbo doesn't have, and it rides on a stiffened and lightened platform to provide race-quality ride and handling.

●Jacky Ickx and Reinhold Jöst finish 2nd at Le Mans in a 936/80. Three 924 Carrera GTs finish 6th, 12th and 13th. There are fifteen 935s and four 934s also entered. In fact, 24 out of 55 cars entered are Porsches.

●Porsche builds single-seater Indy Car in association with Interscope racing; rows between organising bodies over rule changes cause the project to be abandoned.

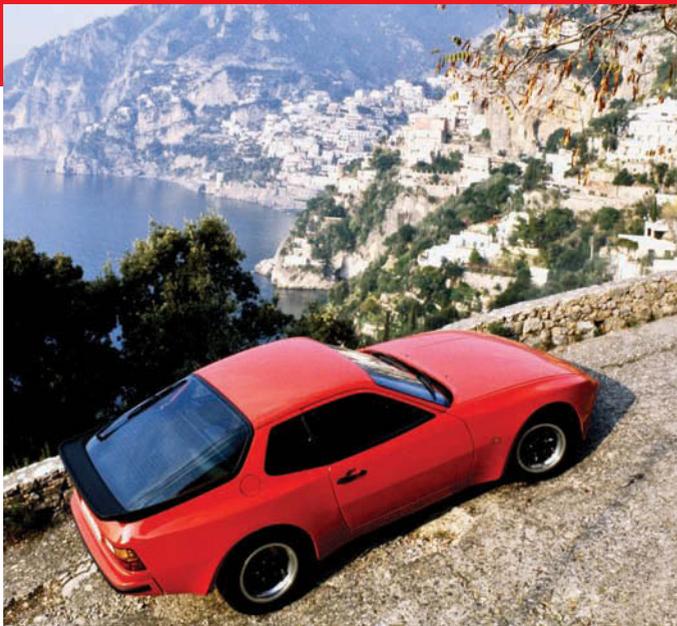
●The 'Weissach' special edition 911SC is a limited-edition run of 408 cars for the USA market only.

## 1981

●The 930 3.3 Turbo is Germany's fastest production sports car, and anti-corrosion warranty is extended to seven years for the whole car.

●The 924 Carrera GT evolves into two derivatives: the GTS and GTR. In March 1981, the two offshoots are announced once the construction run of the road-going Carrera GT is complete for homologation purposes. Although the GTR and GTS are primarily competition cars, with headlights lurking behind Plexiglas fairings rather than the parent car's pop-up variety, a number are adapted for road use and finished with full cabin furnishings and wind-up windows instead of the sliding Plexiglas type. As well as distinctive flared plastic wheelarches, glazing is thinner than

Top left: 924 Carrera GT gives the 924 range some muscle and homologates the car for Group 4 racing. Jacky Ickx and Reinhold Jöst finish second at Le Mans in a 936/80. Above: The 924 Carrera GT evolves into GTS and GTR. Slant nose 930 Turbo is available as special order



Above: The 944 arrives in 1982. Right: Derek Bell and Jacky Ickx win at Le Mans in legendary Porsche 936



Below: The 911SC is replaced for the '84 model year by the Carrera 3.2. Right: Porsche 956s take first eight places at 1983 Le Mans, with Vern Schuppan, Al Holbert and Hurley Haywood taking the win. TAG-Porsche engined McLaren wins 25 GPs between 1983 and 1985

standard-issue 924 panes.

●The Slant-Nose 930 is available to special order from the Special Wishes department; stylistically it's an homage to the 935 race car.

●The 936/81 of Jacky Ickx and Derek Bell wins the Le Mans 24-Hours. The 944 GTP – an evolution of the 924 Carrera GT – of Jürgen Barth and Walter Röhrl places 7th.

●The Kremer K4 is introduced in June, the ultimate expression of the 935, created by leading Porsche privateer race team Kremer Racing and available to other teams contesting the WEC. And domestic GT championships.

## 1982

●In February Porsche delivers the 100,000th 924.

●The 944 is introduced, powered by a front-mounted 2.5-litre water-cooled in-line four-cylinder engine (fundamentally half of the 928's V8 motor), with gearbox in-unit with the final drive. In production for a decade, from 1981 to 1991, the 944 epitomises the Porsche line-up's middle ground in the showroom, bridging the price and performance gap between the 924 and the 911SC. Although the body of the 944 is

based on the 924, it's distinguished by its blatantly flared competition-style wheelarches. Like the 924, this transaxle model is also produced by Audi in Neckarsulm. A 150bhp catalytic converter version is introduced for 1986 and, for the 1989 model year, capacity is increased to 2.7-litres, enabling 165bhp.

●Jacky Ickx and Derek Bell win again at Le Mans with the new Type 956 ground-effect Group C car; Porsche 956s take first three places, and 935s come 4th and 5th.

●Aussie F1 World Champion Alan Jones takes eight wins in the Australian Sports Car Championship in a 935 K3.

●On 4th September Porsche delivers the 200,000th 911, an SC.

●The special edition 911SC 'Ferry Porsche' model is released, of which 200 units are created when the company turns 50.

## 1983

●The 911SC is replaced for the 1984 model year by the 3.2 Carrera, available in coupé and Targa format. It's powered by the bigger capacity 231bhp flat-six, with hydraulic timing chain tensioners and Bosch Motronic ECU; brakes are bigger, too. Specifications differ from one country to

another: apart from being right-hand-drive, the majority of 3.2 Carreras imported into the UK are highly spec'd Sport editions, meaning they have the whale-tail rear spoiler, minimal air-dam below the front valance, stiffer dampers, leather sports seats and trim, rear wiper and sunroof. Later cars have 16in instead of 15in Fuchs wheels, while cars sold in the German domestic market are very often non-Sport. The catalysed version produces 217bhp, and 207bhp in US trim.

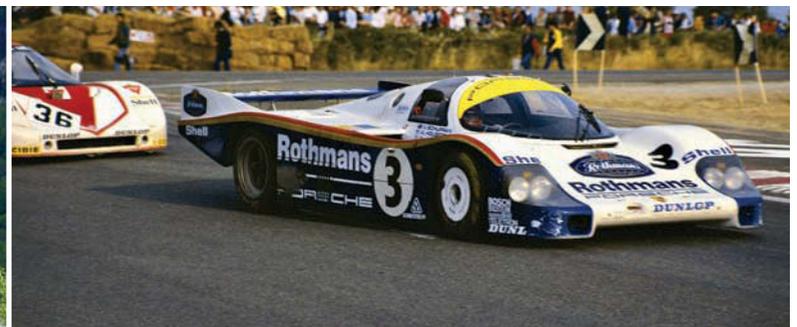
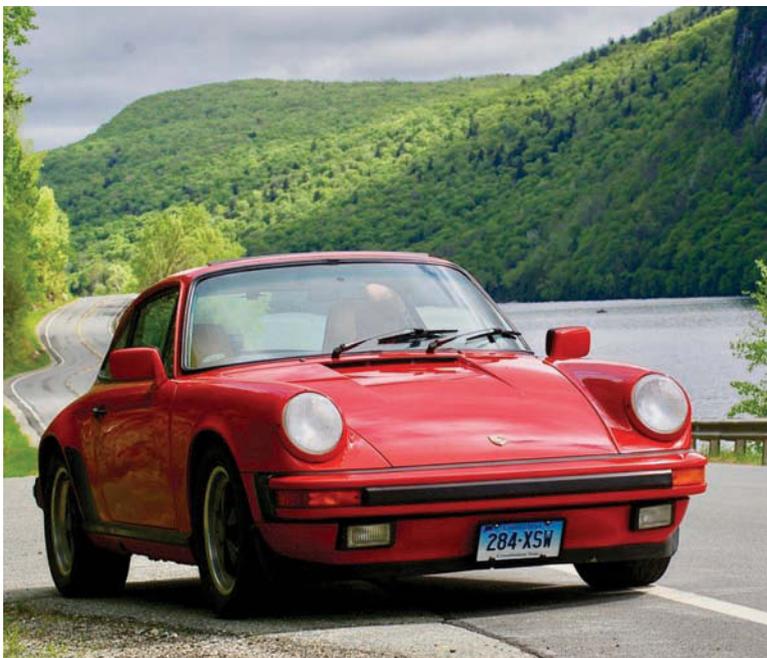
●Porsche 956s occupy the first eight places at the Le Mans 24-Hours. The 956 of Vern Schuppan, Al Holbert and Hurley Haywood takes the win.

●Works team Rothmans 956 driver Jacky Ickx is World Endurance Champion for the second year running.

●At the Geneva show Porsche presents the 911SC Cabriolet, the first drop-top in the range for 17 years.

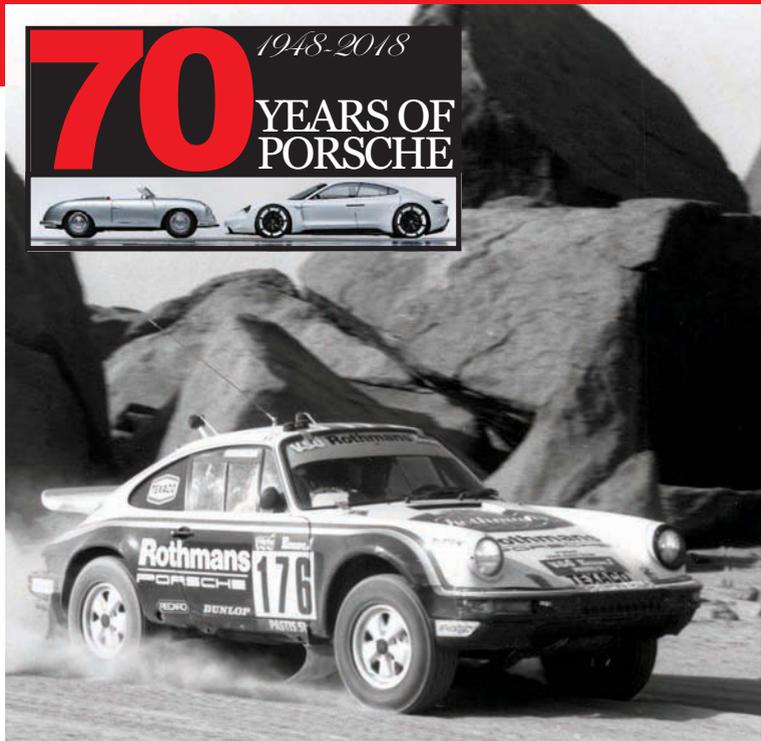
## 1984

●An all-wheel drive 953 helmed by Rene Metge and Dominique Lemoine wins the Paris Dakar Rally, prefacing a full-on assault on the 8700-mile (14,000km) Saharan epic the following year with normally-aspirated 959-bodied cars – which



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fails mostly through accidents.

- Another clean sweep for 956s at Le Mans with Klaus Ludwig and Henri Pescarolo coming 1st in the Jöst Racing 956.

- At Weissach, Jürgen Barth and Roland Kussmaul build 21 examples of the rally-spec 911SC/RS. Rothmans Prodrive's Saeed Al Hajri wins the FISA Middle East Rally Championship.

- The 962 is introduced as eligible contender for IMSA GT in North America as well as WSCC FIA/Le Mans events. Now the driver's feet are behind the front axle rather than in front of it, as in the 956.

- TAG-Porsche V6 turbo engines power McLaren's Niki Lauda (5 wins) and Alain Prost (7 wins) to record F1 points score (143.5). Lauda is champion by half a point from Prost. Between 1983 and 1987 TAG-Porsche engines win three World Championships and 25 F1 GPs.

- The 930's bulbous wheel-arches and its bigger brakes and suspension are available in conjunction with the normally-aspirated 3.2 engine and marketed as the Carrera SE (Sport Equipment). More commonly known as the Turbo-look,

particularly in the USA, the upside is the formidable appearance and beefier running gear, though the downside is that the wider body creates greater drag, hence delivering a marginally lower top speed than the standard 3.2 Carrera.

## 1985

- The 944 Turbo is launched, representing the top-of-the range model in the 944 line-up. Its front apron is enhanced with integrated fog lights and high-beam headlights, while the black rubber buffers of the standard 944 are omitted. Below the rear bumper is a rear diffuser painted in external body colour. The 2.5-litre turbo engine generates 220bhp, while the Turbo S version of 1988 produces up to 250bhp via its larger turbocharger. For 1989 the 944 Turbo receives the same engine as the Turbo S model, and for the 1990 model year it features a hoop-shaped black rear wing.

- On the 3.2 Carrera, Boge dampers become standard, the radio aerial is integrated in the windscreen, there's a four-spoke steering wheel, electric seats with taller backrests, shorter-throw gearshift, and

active carbon filters in breather system.

- The 928S receives a 5.0-litre 4-valve V8 engine.

- Klaus Ludwig, Paulo Barilla and John Winter win Le Mans in a Jöst Racing 956.

- The Turbo-bodied 3.2 Carrera Super Sport, or SS, designated option M491, is initially only available as a coupé via the Special Wishes programme, but is extended to include a Turbo-look Targa and Cabriolet in 1985. The Super Sport Equipment 911 then becomes an official model from 1986, and from 1987 the designation is officially known as the SSE.

## 1986

- Group B rally-spec 2849cc Porsche 959s driven by René Metge and Dominique Lemoyne, and Jacky Ickx and Claude Brasseur place 1st and 2nd in the Paris Dakar Rally. These are full-on 4x4, twin-turbo, 400bhp 959s, the three most complex cars in the rally, with Roland Kussmaul coming home 6th in a third, backup 959 to prove the point. Just 67 finished out of 488 starters.

- The 924S replaces standard 924, powered by the 2.5-litre 944 engine.

Left: Porsche dominates in all forms of motorsport as René Metge and Dominique Lemayne win the Paris Dakar in a 953 in 1984. Above: 911SC/RS is homologated for rallying

In 1985, the 911 received a challenger from within, in the shape of the 944 Turbo. Below: The 928 gained more oomph with a 5-litre, 4-valve V8 engine



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# WANTED PORSCHE





●The 944 Turbo Cup kick-starts the Porsche Carrera Cup and Supercup race series. The forerunner of the multi-national Carrera Cup and Supercup series, this is Porsche's calculated contribution to recreational motor sport. Anyone could have a crack at it, given the wherewithal. In the inaugural seven race series, hobby drivers went head-to-head with professionals in virtually bog-standard 944 Turbos, the 40 contestants sharing a DM45,000 purse at each race. The higher you finish, the more you earn. These 944 Turbo Cup cars are relatively lightly modified compared with later iterations of Cup Cars: the few changes to the standard '86 944 Turbo include harder rubber suspension bushes, thicker 27mm and 21mm anti-roll bars front and rear, stiffer spring and damper settings, and 8in D-90s or Fuchs with 245/45 x 16 tyres on the front and 9in with 255/40 VR 16s on the back. The package options include 30mm front and 25.5mm rear anti-roll bars, height-adjustable Koni dampers, upgraded inner and outer front drop-link bushes and front castor mounts. Brakes consist of larger 32mm discs, four-pot Brembo calipers with 36mm and 44mm pistons, with ABS. For the '87 Turbo Cup series, engines are re-chipped to 250bhp, along with stiffer suspension. In typical racecar spec, the 944 Turbo Cup cars have seam-welded shells and lighter glassfibre panels, and the Fuchs wheels are replaced with similarly-sized pearl white cast magnesium Telephone Dials. The new technical tweak is switchable ABS, installed so that Porsche can assess the benefits of assisted braking under race stresses. In France, 944 Turbo Cup competitors are given much more leeway with spec and set up. Unlike the German 944 Turbo Cup cars whose original purpose is to promote a road-going racecar ethic, all 'leisure' equipment including air-con, hi-fi, central locking, electric windows and power steering is removed from the French cars in the interests of lighter weight.

●A spin off from the 944 Turbo Cup cars

is the 944 Turbo Club Sport variant. Designated option code M637, the special order model produces 250bhp and goes from 0–62mph (100kph) in 5.9sec with a maximum speed of 162mph. The rim of the seven-spoke forged D90 wheel projects slightly which makes it appear more like a dished wheel, while the spokes join the rim with a shield-like reinforcement at the point of contact with the rim, a feature that doesn't occur on the cast version.

●The 928S4 is launched for the 1987 model year, joined a year later by the S4 Club Sport.

●For the 3.2 Carrera range, all models now have the same gear ratios; fatter anti-roll bars, bigger rear torsion bars; revised dash with larger air vents, 20mm lower seats, new sun-visors, and cabin temperature sensor.

●The Le Mans 24 Hours is won by Derek Bell, Hans Stuck and Al Holbert in a Rothmans-Porsche 962C.

●The Type 961, the racing version of the 959, wins its class at Le Mans, driven by Rene Metge and Claude Ballot-Lena. The 961 is based on the core 911 bodyshell, with rear spaceframe supporting the powertrain. This consists of a 2.85-litre, 650bhp, four-cam flat-six, incorporating titanium conrods and water-cooled four-valve heads (like the 956/962) with mechanical tappets instead of hydraulic lifters, and duplex roller chain-driven cams instead of gear-driven cams. The compound turbo system has all six pots flowing into one turbo up to 4000rpm, after which three exhausts are routed to the second turbo. That way, there's swift response at low revs, and a second push when the second turbo kicks in. Behind the wheelarches are two large intercoolers, hence the vents in the bodywork, and the turbos sit just behind them. Their boost pressure is hiked from the standard 959's 0.8 Bar (12psi) to 3.25 Bar (47psi), with Motronic engine mapping tuned to provide additional charge air intercooling. The six-speed transmission features taller gearing and sintered clutch linings, with electronically controlled four-

wheel drive via four race-oriented driving programmes. It is the first all-wheel drive car to race at Le Mans.

## 1987

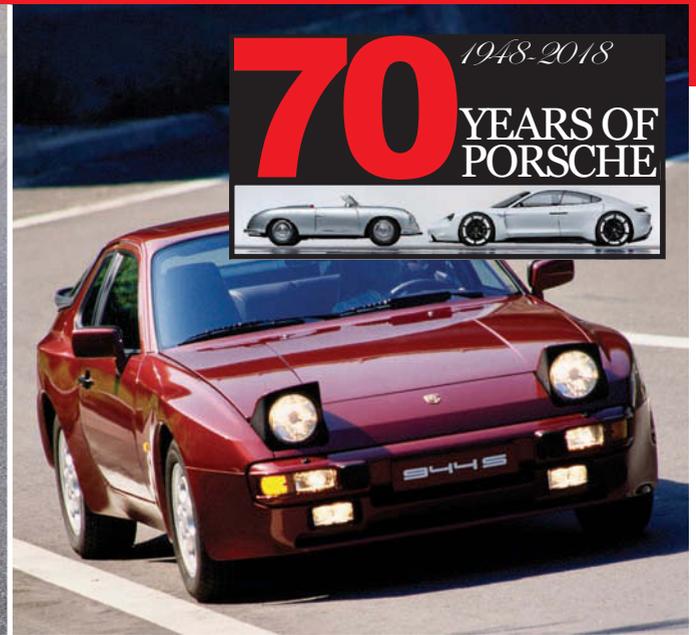
●The 944 S is released. The S model is identical to the standard 944 in respect of body design and equipment, though it is equipped with a four-valve engine that develops 190bhp.

●The much vaunted 4x4 959 "supercar" is introduced as a small-volume production model, built by Baur. It's the embodiment of revived corporate enthusiasm for the 911 under new CEO Peter Schutz, who overturns the previous regime's penchant for the front-engined models. The 959 is a technical tour de force: nothing so sophisticated has ever been available before in a performance sports car. With bulging wings, faired-in headlights and aerofoil hoop it looks like a 911 morphed into a spaceship. Its gutterless roof, front and rear wings plus integral sills, rear bodywork and aerofoil wing are all in Kevlar, while the front panel is polyurethane and the bonnet and doors aluminium. It is racing car raw rather than limousine luxe. The overall effect produces a zero-lift shape, where the same downforce applied at high or low speed, while drag coefficient is reduced to 0.32 – the same as a modern 997 coupé – from the 3.2 Carrera's 0.34cd. The 959 is powered by a 2848cc flat-six, derived from the racing unit powering the 935-inspired 'Moby Dick' Group 5 Le Mans car, with air-cooled block and water-cooled cylinder heads, four-valves-per-cylinder, twin sequential KKK turbochargers with intercoolers, developing 450bhp. Thanks to the sequential turbos, power delivery is smooth across the rev range rather than the violent all-or-nothing that characterises the 930 and its 934 and 935 racing offshoots. In a test conducted on Volkswagen's Ehra-Lessien test track by *Auto Motor und Sport* magazine late in 1987, the 959 Sport clocks 0–100kph in 3.7s and on to 200kph in 13s, maxing out at 317kph – new world records

Above left: Another '80s Porsche victory at Le Mans as Derek Bell, Hans Stuck and Al Holbert win in 1986, with a 962C. Above: The 944 Turbo Cup is the inaugural Porsche one-make Cup and Supercup race series

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Amazing 959 supercar is launched in 1987, with 450bhp and near 200mph top speed. Right: 944S uses 16-valve cylinder head to achieve 190bhp

for production cars at the time. The transmission consists of five forward gears plus G for off-road, with permanent all-wheel drive and electronic torque monitoring that applies power to front and rear axles according to driving conditions, ranging from wet and dry to ice and off-road. Suspension consists of double transverse links front and rear, allied to coil springs and Bilstein dampers, and anti-roll bars. The 959 has eight dampers, two at each corner, with three settings for stiffness and automatic damping management. Brakes are ventilated four-piston discs, working in conjunction with a sophisticated ABS that controls each wheel individually. On the Komfort version the car's ride height can be adjusted electronically for negotiating speed humps or uneven terrain, a feature omitted from the Sport variant to save weight.

●Derek Bell, Al Holbert and Hans-Joachim Stuck win the Le Mans 24-Hours again in a 962C.

●The single-seater Porsche Indy project is revived for the rival North American CART championship, with Teo Fabi driving: its performance proves something of a disappointment.

●The 911 3.2 Carrera gets the new Getrag-made G50 gearbox, replacing the Porsche-built 915 unit, together with hydraulic clutch; new rear torsion-bar housing; two rear foglamps integrated in rear reflector panel, lights in door handles for nocturnal identification. Targa gets improved weather seal; Australia gets own version with timing retarded to run on 91

RON fuel, otherwise premium grade is preferred in RoW.

●Chairman Peter Schutz, who oversaw the line-up progress through the yuppie '80s, is replaced in 1987 by Heinz Brantzski, whose brief is to re-establish the brand loyalty dissipated by fickle and uncommitted ownership.

## 1988

●To celebrate the 250,000th 911 and 25 years of the model's production, Porsche introduces the Special Anniversary model, painted Diamond Blue metallic, and 875 cars are made in a mixture of Coupé, Cabriolet and Targa. Only 50 are allocated to the UK; the rest are disbursed between the USA and Germany.

●The Speedster makes a comeback in its 3.2 Carrera guise, a variation on the Cabriolet theme and featuring a slanted windshield and low-line soft-top canopy. Production runs to 2065 units.

●The non-Sport model 3.2 Carrera receives Fuchs wheels as standard, replacing 'Telephone Dial' alloys. Electrically-adjustable seats become standard, as do headlight washers, central locking, while all brake, clutch linings and gaskets are now asbestos-free.

●The 944S2 replaces the 944S. The S2's 3.0-litre four-valve engine generates 211bhp, almost matching the 944 Turbo.

●The 944S2 is also available in Cabriolet format.

The lightweight Club Sport version of the 3.2 Carrera comes out. With austere cabin

and blueprinted engine, it is calculated to appeal to the more committed enthusiast, and as well as reviving the ethos of the 2.7 Carrera RS, it can do the occasional club event or track evening, and driven to and from the circuit. Only 340 units of the M637-designation 3.2 Club Sport are produced over a three-year period, and just 53 are finished in right-hand drive for UK delivery. The entire production from 1987 – 81 cars – is supposed to have remained in Germany. As far as the USA is concerned, only 28 CSs with US Federal emission and safety controls are imported by Porsche Cars North America in 1988 and 1989, almost all painted Grand Prix white with red Carrera graphics. The PCGB Club Sport register gives the kerb weight of the 911 Club Sport as 1160kg, making a CS 50kg lighter than a 3.2 Carrera Coupé with Sport equipment.

●The 930 Turbo is available in Targa and Cabriolet versions.

## 1989

●On the 3.2 Carrera, the alarm system is linked to central locking; it also gets thicker anti-roll bars, and 16in Fuchs wheels are now standard.

●Production of Porsche's first commercial four-wheel-drive offering, the 964 Carrera 4, begins in January 1989 and UK deliveries start in August. It's based on the 959 4x4 supercar, and though similar in layout, the all-wheel-drive system employed in the C4 is less complicated than that of the exotic 959, providing a 31/69 torque split front and rear. The electronically-controlled system senses individual wheel speed differences and compensates accordingly, improving traction and cornering ability.

The 964 Carrera 4 embodies a major revision of the traditional 911 specification: upgrades include the 3.6-litre twin-plug engines, wishbone suspension, and the all-wheel drive C4 version, plus a major facelift comprising new aerodynamic front and rear bumper panels and electrically activated rear spoiler.

The Carrera 2 is announced for the 1990 model year, with Tiptronic transmission optional. The 964 represents the transition from classic to modernity, combining traditional looks and ergonomics with more sophisticated running gear. It's one of the most significant models in the entire 911



Porsche introduced the Club Sport version of the Carrera 3.2, reviving the spirit of the 2.7 Carrera RS

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saga. In production for four years, from 1989 to 1993, it is marketed as the 911 Carrera C2 and C4, and is the final evolution of the 25-year-old body shape before the design is softened by the imminent 993. As well as Targa and Cabriolet variants, it also spawns two iconic sporting derivatives: the 964RS and 964 Turbo.

The 964 also embraces several new technical features hitherto unfamiliar in 911 specifications, including ABS brakes, while several previously hit-and-miss creature comforts are introduced, such as dependable cabin temperature, heated seats and an on-board computer revealing fuel consumption and projected range. Although a classic-car boom is in full swing in the second half of the decade, by 1989, sales of new Porsches have tumbled dramatically with the onset of a recession, so the 964 is something of a gamble: it's regarded as the car that could resuscitate the company and its traditional model line. To that end, the design department is tasked with updating the 911 body and, externally, the main differences between old and new are the 964's all-enveloping bumpers that merge more fluently with the shell and replace the visually crude, deformable rubber bellows of the 3.2. The traditional Fuchs wheels give way to Design 90 alloys. Although the car's familiar flowing lines remain essentially the same, under the skin the 964 is a fundamentally revised 911 which Porsche claims is 85 per cent new compared with the old Carrera 3.2. The air-

cooled flat-six engine is extensively redesigned, and capacity increased to 3600cc, developing 250bhp and 310Nm of torque at 4800rpm. The 0-60mph dash takes 5.0sec, progressing to a top speed of 162mph, 12mph up on the previous model. Twin-spark ignition also enables more efficient combustion.

The 964 receives the racecar-derived flat-bottom treatment, manifest in an undertray beneath the engine that improved aerodynamics and reduced the drag coefficient from Cd 0.4 to 0.32. With virtually zero lift, stability and roadholding are greatly improved at high speed. Integral to the design is a speed-sensitive rear spoiler: instead of the whale-tail fixed wing of Sport Equipment 3.2s, the new spoiler emerges from the engine cover at 7mph and extends above 50mph to improve downforce at high speed. Below 7mph the spoiler folds away to integrate with the engine cover so that, at rest, it merges with the curved beetle-back of the original 911 design. A centre-console switch activates the spoiler manually, and headlamp heights are also adjustable via a dashboard switch.

●Ferry Porsche is presented with a one-off design study based on a 964 for his 80th birthday, named the Panamericana – a nod to the origins of the Carrera moniker.

●The 5.4-litre 928GT and GTS V8s are introduced, available only with manual transmission, and therefore the most desirable 928 models for the enthusiast driver.

●Final year of 930 Turbo production. For just one year the model is endowed with the

5-speed G-50 gearbox, instead of the longer-geared 4-speed transmission it came with from the outset. The 930 is dropped in July 1989, prior to the end of 3.2 Carrera production, though it will reappear in September 1990 in 964 guise with flared wheel arches.

Porsche's Weissach competition HQ builds a line-up of 50 cars based on the 964 to contest the Carrera Cup series, due to take off in the 1990 racing season. Output is 265bhp (195kW) at 6100rpm, with a 6800rpm maximum. Compared with the standard model, the performance increase of five horsepower is moderate, and it has to retain the three-way catalytic converter. A five-speed G50 gearbox is fitted, with shortened ratios for 3rd, 4th and 5th gears, along with a limited-slip diff. Suspension is modified with harder and shorter springs and adjustable anti-roll bars, and set 55mm lower than standard. Power-steering is omitted, while the Carrera Cup cars run large internally-ventilated and perforated brake discs combined with the standard ABS system. An aluminium roll-cage, replaced in 1992 with a welded-in steel cage, protects the cockpit and increases the shell's torsional rigidity. The 964 Carrera Cup car weighs in at 1120kg.

●A Targa version of both the 964 C2 and C4 is available for the 1990 model year. The roof panel folds to two-thirds of its initial size to stow in the boot. Meanwhile, the Cabriolet model waits in the wings.

●Production of the 3.2 Carrera ends in September, with 80,684 units built. **PW**

Left: Return of the Speedster. Above: 964 arrives, but only in red it seems!

Modern, moulded front and rear aprons, plus sill trims update the largely intact 911 shell in 964 form. Underneath four-wheel drive resides and the torsion bars have gone in favour of MacPherson struts. The engine is a 3.6-litre, with 250bhp





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Words: Mark Hales Photography: Antony Fraser

# 964 TURBO RECOLLECTIONS

They say you should never go back, but for motoring journalist, Mark Hales, the chance to drive again the 964 Turbo is a useful exercise in re-evaluating Porsche's '90s engineering and dynamic mindset. In short, it's rather better than he remembered as he drives both the early 3.3 and later 3.6 964 Turbos



## 964 TURBO 3.6

<b>Model tested:</b>	964 Turbo 3.6
<b>Engine:</b>	3.6-litre flat six
<b>Transmission:</b>	5-speed manual
<b>Body style:</b>	2+2 Coupe
<b>Top speed:</b>	174mph
<b>0-62mph</b>	4.8secs
<b>Power:</b>	360bhp at 5500rpm
<b>Torque:</b>	384lb ft at 4200rpm
<b>Weight:</b>	1470kg

**I**t was Goodwood, probably about 1989. I was there with the then-new 911 turbo for a photoshoot, most likely for *Fast Lane* magazine, or maybe the *Telegraph*. As you can see, the recall's a bit hazy. Rather clearer, fortunately, is the memory of the car's dynamics. It was fast, no doubt about it, but electronics had yet to micro manage the engine's essential functions and there was a fair interval between treading the gas and the expected rush provided by a single huge turbo. I wrote, saying it "had lag you could measure with a sundial followed by a massive surge which sort of made up for the wait..." On the track, we had a car which would push into the corner almost irrespective of any loading on the brakes or steering input carefully timed to take

advantage. Then, when the boost arrived, it would only make things worse, sitting the tail down, picking up the front and shoving it wider still. In a reflective moment, it did occur to me that if it was any different, then you might have a serious problem. Electronics had yet to manage the chassis, too – and the multiplicity of links which now twiddle the toe and camber at the rear weren't there either, let alone the large sticky tyres which are now pretty much standard. If that level of grunt appeared when the car was tipping into the corner with the rear end just leading the front, well, you could see what might happen.

Almost by accident then, it was self-regulating. Any traditional looseness of the engine-laden 911 tail, provoked by getting in too fast and lifting off the gas had time

to settle before that big spike of grunt, after which push and power fought each other until the corner was done. Sometimes you had a bit of a slither right on the exit but, more often than not, the understeer got worse and you had to lift to tuck the nose back in. Depended on the tightness of the bend. Since then, I'd been on more than a few Porsche launches, usually for the *Telegraph*, and it became clear that the Turbo variant was never intended for the keen driver who might take it to a track, or tweak the front suspension and make it point. There were plenty of naturally aspirated models aimed at those buyers, and the lap times at the Nürburgring were there as evidence. Walter was always quicker in the non-turbo model which had less power. Over the years, the Turbo had certainly



### 964 TURBO 3.3

<b>Model tested:</b>	964 Turbo 3.3
<b>Engine:</b>	3.3-litre flat six
<b>Transmission:</b>	5-speed manual
<b>Body style:</b>	2+2 Coupe
<b>Top speed:</b>	167mph
<b>0–62mph:</b>	5.0secs
<b>Power:</b>	320bhp at 5750rpm
<b>Torque:</b>	332lb ft at 4500rpm
<b>Weight:</b>	1470kg



acquired icon status but it was never a big seller; by the end of the air-cooled era, Porsche had made just 32,200 of them.

That Goodwood experience was nearly 30 years ago and I haven't spent so much time in 911s of late, but a few months ago one of my students sent me an email; he

centre and complete with limited-slip differential, 18-inch Speedline split rim wheels, a sunroof, rear wiper and sports seats with red piping and extra lateral support. All of them factory-supplied extras of course. And, it is one of only 31 right-hand drive cars made, out of a total of 1474

to keep people happy while they waited. It seems like a lot of effort to put the wheel on the other side for just 31 buyers, but now detail like that which seemed irrelevant at the time only makes a car rarer, and worth more money...

The key point for me though was the fact that Michael – whose day job is in construction – had been obsessively careful not to modify the car in any way. Not sure why he had a 44,000 mile engine rebuilt by specialists Hexagon, and looking back, neither is he, other than there were “a couple of minor problems” and he wanted it perfect. It is almost impossible to find a car like this which hasn't been fiddled with in some way – almost all of them have brake and wheel upgrades, different dampers and so on, sometimes for good reason, maybe less so in this case. It would be a delightful and rare opportunity. I reckoned it would be useful if we could find a slightly earlier

The early 3.3-litre 964 Turbo used an updated version of the original 930 Turbo engine. Guards Red? What else? Well, black of course!

“ Porsche made a handful of 3.6 964 Turbos to keep people happy ”

owns a 1994 3.6 litre Turbo, which had only done 44,000 miles. Would I like to drive it, see if one of the magazines was interested? I then discovered it was completely original, even down to the big four-spoke steering wheel with its offset

produced that year. The longer and wider 993 model was due to launch and take its place in history as the last of the air-cooled cars – and there would be no more two-wheel drive turbos – so Porsche appear to have made a handful of 3.6 litre 964 Turbos

The 18in Speedline split rims mark this out as being a later 3.6-litre 964 Turbo



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model as a comparison, as much for my benefit as anybody's, but also to put the cars in context and see how the model had developed during its lifespan. Michael came up trumps here as well, finding a beautiful 1991 3.3-litre Turbo in Guards Red, 52,000 miles on the clock with original "Cup" wheels and complete with electric sports seats and limited slip differential. For sale in

pictures at the launches. More important as far as I was concerned, neither car had been lowered, stiffened or set up with any departure from the factory settings.

The view under the boot with its signature tea tray spoiler is a busy one, dominated by a large intercooler and a huge air conditioning pump, and of course the engine's cooling fan which also blows

smocks using a wooden template and a large mallet to ensure the window apertures were perfect while others flowed molten brass or lead into joints or dimples in the body before it was painted. The Toyota-managed cost cutting and productionisation that would soon be necessary if Porsche was to survive was only a few years off and these were the last models that would be built by hand. Not sure you can tell by looking, but once you know, it adds something. Now though, it was time for the important part.

The venue was Bicester's Heritage park with its corner of airfield peri-tracks and access roads combined to make up a small circuit. Not grand and sweeping like Goodwood, but much more like a public road – complete with bumps. First go was in the earlier 3.3-litre '91 car and a swift reminder of the things I'd forgotten about the breed. Like the pedals hinged at the bottom, and offset to the left thanks to the right-hand drive, the sparse cabin

**Journalist, racer and track driving tutor, Mark Hales tested the 964 Turbo when it was contemporary. Revisiting the model has been an interesting exercise**

## “ Toyota style production would soon be needed for Porsche to survive ”

a West London Mews for £129,950, it too had recently had a full engine rebuild, but was otherwise original bar a slightly smaller steering wheel. We had a pair of bookends for the 964 Turbo's lifespan, each looking almost exactly as they did in the press

air through the intercooler to exhaust through the louvres on the spoiler. It's all very different to the volume norm, as was the construction. I remember well a visit to the factory about the time when these were made and seeing men wearing brown

**Interiors show the trends of the time. If in doubt, go for black, we say. Both feature Porsche's then Sports seats, a carry-over from the previous generation 911 and one of Porsche's best pews**



“ The boost starts to  
come in around  
2500rpm, pulling really  
hard by three ”





and simple dash with its bold simple dials and outside clock. The seats were softer than I expected but I sink in and they feel nicely supportive, and the wheel is in exactly the right place, plus I can see over the wings and short bonnet to aim the nose. A rear-mounted engine brings benefits other than traction. Then there's the clattery

ones, it doesn't have power assist. It does and you know as soon as you turn off the engine. The kick back at the wheel though is an essential part of the involvement, and I'd forgotten about that, too. Porsches have grown progressively longer and wider over the years, but this one is still small by comparison and the weight of the engine

3.3 litre engine pushes out about 320 horsepower and the boost starts to come in around 2500, pulling really hard by three, but there's no sudden surge like you get on some modern turbodiesels. The gears are quite long so you hang on to each for a while, and squirting it up Bicester's 300 metre straight through second and into third, I didn't feel the massive turbo lag I thought I'd experienced all those years ago. It felt more like the way you accelerate when you have passengers and don't want to see their heads go back... Yes, it does still push on if I try and force it through the 180 degree hairpin, so that bit hasn't changed, but through any of the shorter corners it's pretty much straight by the time the power comes in. It all felt nicely intimate, as if the major controls were still directly connected and not being managed by systems. Watching from the outside, the engine and exhausts are in the same place so the breathy roar from the fan combines with the strangled hiss from the tailpipes to make a noise like a business jet warming up. Nothing else sounds like that either.

**Winging it:** Like all 911 Turbos, the rear wing is a defining feature. What once seemed impossibly wide, is svelte by modern standards

“ It squats good and hard, enough to lift a front wheel off the road ”

starter followed by the whine of the fan and the tick from the mechanicals, and of course the rudimentary climate control on a hot day. One you set off, none of it matters because the drive is immediately involving. The gearshift is clunky to the touch, but slick and accurate and the steering feels firm, with a large amount of self-centring, so much so that I wonder if like the really early

out back sets off the signature corner to corner rock and roll as the car rides a bumpy corner and makes the wheel fidget in your hands in exact time. Nothing else does that.

It squats good and hard, too, enough to lift a front wheel off the road, something you see clearly in the pictures and feel very definitely as you poke it out of a corner. The

**Left:** Those ultra desirable Speedlines are a nightmare to keep clean! **Below:** Cup wheel a modern Porsche classic



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Time to try the 3.6, and there's nothing quite so informative as climbing from one car straight to the next on the same day at the same venue. The seats with their red piping (£186 to you, sir) are immediately firmer and the engine sends more noise through the shell and into the cabin. Gearshift isn't quite so slick – possibly the throw is a bit longer and the clutch is certainly heavier underfoot – and there's more of a mechanical thrum feeding back. Porsche lengthened the stroke and widened the bores to get the extra volume, although not by much, but it sounds and feels like a bigger engine, even before you plant the gas. The ride is firmer, too, and the steering is a touch heavier. Bigger tyres, little details... When you do plant it, the heave in the back is definitely not a little one. The specs say there's another 40bhp and another 50lb ft of torque, both peaking at lower rpm, but the engine hangs on

relentlessly through those long gears, feeling so much bigger than the numbers. Porsche had used a lightly revised development of the old 930 engine for the 3.3 whereas the 3.6 was the newer M64 unit, developed in the interim for the forthcoming 993 but equipped for this role with a single KKK turbo like its predecessor. Michael's engine hasn't been modified though; these cars were the last with the K-Jetronic continuous mechanical injection so fiddling is not something done with a keyboard, even if he'd wanted. The difference between the cars is nevertheless startling and the 3.6 feels bigger all round, which of course it isn't.

The difference in the handling between the two is less marked, which is no bad thing. There's more grip and less movement on the 3.6, thanks to the bigger wheels and tyres (205/55 and 255/40-17s against 225/40 and 265/35-18s) and the stiffer

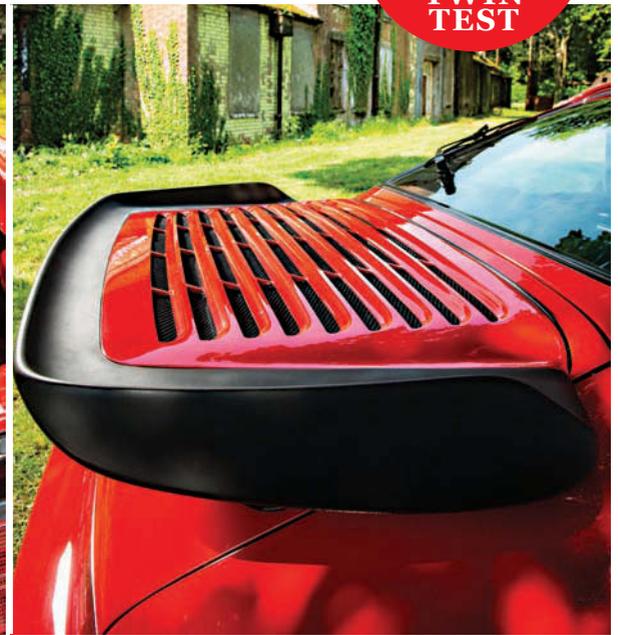
suspension, but the basic characteristics are very similar. There's still some rock and roll – perhaps a bit less and with a little less fidget at the wheel – and it will push the nose on if you force it to fit a long, tight corner, although now there's just enough power to ease the tail wide as you exit the shallower ones. It straightens up almost by itself and is all very civilised and easy to enjoy, but it's on the public road though that the 3.6 really rewards. I never thought I'd hear myself say that...

The road ride is extremely compliant and well damped, and the steering, which occasionally felt a bit limp on the track, becomes sharp without being nervous. And the engine, which I'd complained about all those years ago, seems even more suited to the task. You identify an overtaking opportunity, ease the wheel right and plant the gas, then feel the power coming in, nice and progressive, no sudden surge, just a

Characteristic Turbo stance, as the rear squats and nose lifts

There's a lot crammed into the engine bay, but essentially the larger 3.6-litre engine puts out 360bhp





gentle squat of the tail followed by a relentless outpouring of power which goes on and on in just the one gear. On which topic, the slightly heavy, bottom hinged clutch and long throw shift is no real trouble because you have less need to pump them. Same with the brakes. The slightly odd action at the pedal is more than made up

West of France. The Turbo is an easy driving companion, small enough to be comfortable in traffic, good view all round, but with controls that feel connected to everything. And if 360bhp sounds modest by today's standards, the car is relatively light and the combination is plenty quick enough to provide excitement when you

to the turbo torque... I'm not sure I really got that then, but I think I do now. If you have no intention of taking your car to a track, then the exact amount of push through a hairpin is irrelevant.

But talking of the past, I've almost overlooked the fact that these two cars are heading towards classic status. The red one will soon see its 30th birthday, a detail that would normally ensure that it's affordable but hopefully still usable and not too rusty. As a counterpoint, I found a handful of similar era BMW M5s, and some Corvettes, advertised for around the 15K mark, or if you fancy a left field option, several TVRs. Astons and Ferraris from the same era were a bit more, but there seemed to be some available for less than 60K and there was a fair bit of choice amongst all of them. Michael's 3.6 Turbo wore an original price tag of £65,447 plus the extras, making a total of £79,995. He's not looking to sell but he says a similar car sold recently for North of 300K. Good for him, but now, it's about the only part of all this that doesn't make any sense to me... **PW**

Massive intercooler dominates. All looks crude by today's standards. Power for earlier 3.3-litre car is 320bhp

“ Talking of the past, these two cars are now heading to classic status ”

by the excellent modulation. You get real feel which allows you to load up a light front end to just the right amount. Deserted roundabouts become something to be savoured rather than merely negotiated.

All too soon it was time for me to head North and Michael to take his Turbo back to Greater London, but I would have been just as happy to chuck the bags in the back and head for Dover and then the South

need some – it just does it in a different way. Which I think is the point Porsche was making at the time. I remembered one engineer's response to the question, why did they make the Turbo and the GT3 and use the Nürburgring lap times as bragging rights? The cars were different, he said, aimed at different buyers. The Turbo's speed was just a bonus and the car achieved it in a different way, mainly thanks

**CONTACT**  
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Words: Steve Bennett Photography: Antony Fraser

# PURPLE HAZE

Modified 996 fan boy, Steve Bennett, gets behind the wheel of RPM Technik's new 996 Carrera 2 based CSR EVO, which moves the 996 modifying game up to a new level. Needless to say he likes it – a lot!





**W**hen it comes to the concept of Porsche 996 mods, I am the 'open door.' Not surprising, really, given that I have a modded 996. Indeed I am a staunch advocate/defender of the 996 as a real world 911 for those of us with real world aspirations and real world wallets, and that extends in particular to the 996 Carrera 2 as the purist's modern 911 of choice. It's no surprise, then, that good, manual C2s are becoming more and more sought after, with prices edging upwards.

And I'm not the only one. In the really 'getting it' camp is RPM Technik. In a market of retro clones, restomods and Singer, the guys at RPM spotted a niche and created its CSR range, starting first with the 986 Boxster and then hitting the sweet spot with the 996. The first cars, with a mix of modern and retro touches, transformed the 996's oft criticised blandness into real head turners. RPM's head honcho, Darren Anderson, pedals his own 996, while RPM tech guru, Ollie Preston, is also a modded 996 owner. These guys drive what they preach and, not surprisingly, with nearly 30 CSRs built, the latest CSR is a long way from the earlier cars. Enough to earn it an EVO tag. So enter the 996 CSR EVO in all its purple glory.

At the risk of repeating myself, the 996's aforementioned blandness is what makes it an ideal starting point and something of a blank canvas. If the 996 had been launched in the '80s, then we wouldn't be able to move for Guards Red examples, but as it was the



late '90s and into the 2000s this was the era of silver and grey, colours that rather accentuated the 996's narrow physique. Which is why, seeing RPM's CSR EVO in its Audi shade of Merlin Purple, is such an

change of colour. While previous default options for body styling usually extend to the ubiquitous GT3 bodykit, RPM has developed bespoke front and rear aprons and melded them with the trademark CSR

showcase RPM's newly developed centre exit twin exhaust. Both the bonnet and ducktail are carbon-fibre, as are the side skirts, and full weight loss for the CSR EVO equates to 45kg, and that's on a car that in stock spec is already lighter than a 996 GT3 gen 2.

EVO, of course, is shorthand for evolution, and it's also RPM's nod to a more track focused CSR – and with it a whole host of new developments beyond the visual. For the first time RPM have opened the 996's engine and reworked the cylinder heads, hand finishing the ports and installing uprated camshafts to create a Stage 1 power kit. Combined with exhaust manifolds and centre exit system and a bespoke ECU remap, power is up to 350bhp, which is just 10bhp shy of a gen 1

CSR EVO interior is a good place to be for 996 fan boy, Bennett. Driving position, with dished wheel and Recaro seat, is spot on. The perfect position for exploiting the EVO's performance

Eye popping Audi Merlin Purple comes alive in the sunlight and gives the 996-based machine a new lease of life

## “ EVO is RPM's nod to a rather more track focused CSR ”

eye popping transformation. For some reason I can't get Hendrix and 'Purple Haze' out of my mind.

Whilst we're on the aesthetics, as befitting the EVO tag, this goes beyond a

ducktail rear wing. The front apron accommodates an angled third, centre radiator, for additional downforce (and cooling, obviously). The rear apron, with black leading edge, is designed to





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996 GT3. To cope with track work, RPM have fitted a deep sump extension. And, needless to say, the IMS has been upgraded, while the centre radiator and Evans coolant aim to keep engine temperatures stable. Speaking of which, during our heatwave day with the CSR EVO, the engine temp sat resolutely at 80 deg, whether pounding the track or sitting gridlocked on the M25.

Complementing the engine upgrades is an RPM developed lightweight flywheel and clutch, plus a newly developed mechanical limited slip differential. Braking is a collaboration of RPM's refreshed calipers in

trademark orange, and Performance Friction floating discs and pads, while wheels are 18in OZ Alleggerita rims, with Michelin Pilot Cup 2 tyres, with an appropriate reduction in unsprung weight. Making the connection between the wheels and tyres to the bodyshell, are RPM/Eibach adjustable bottom suspension arms, plus KW Clubsport, 3-way adjustable coilover kit, adjustable anti roll bars and extensive use of polybushes.

That essentially is the parts list, but the ethos – as with all CSR machines – is to create a driver focused 911 that invites driver participation, albeit in a more track

focused way than perhaps before. To that end, starting with a basic 2WD 911 of any era or generation is a smart move, and in the 996 Porsche created a particular sweet spot in terms of handling, grip and power, which RPM has exploited and improved on.

Sliding into the Recaro, fixed back seat and taking control via the deep dished, leather rimmed Momo wheel, with legs splayed to work the pedals and floor-mounted throttle, this is familiar territory. There is no other 911 in which I feel more comfortable than 996/997 era machines. A new spherical-topped, short shifter sits taller than the standard stick and in the rear

Front apron is exclusive to RPM and accommodates centre radiator for extra cooling. It's also angled for extra downforce

Recaro seats and dished Momo steering wheel add to interior ambience. RPM's newly developed short-shifter adds weight and feel to the gearshift





OZ Alleggerita rims are shod with Michelin Pilot Cup 2 tyres, making for a lightweight and grippy combo

mirror a half cage hints at track intent.

The new exhaust has created a new harder-edged sound that lights up under acceleration, but fades at a steady throttle. The gearshift is quite the best 996 action I've experienced and in no small part thanks to a refresh of the linkage and the throw and weight of the short-shifter. And the steering feel is a reminder of what's been sacrificed at the altar of the packaging, marginal eco convenience and modern stop start functionality of an electro system. All that before getting to the exit barrier of RPM's trading estate!

A 50-mile road trip to our favoured Longcross test track is ample time to get on terms with the CSR EVO from a road point of view. RPM are keen to make it known that the spec shouldn't compromise day-to-day driveability, and in terms of clutch and gearbox it's a lot easier than a 996 era GT3. Engine we'll come to, but suspension

is obviously a personal thing and the KW Clubsport package as tested here was more firm than fair for me, but then I know (as will regular readers) that I'm particularly hard to please, and besides there are almost endless set-up permutations and if you wanted a more road biased set-up then

the expense of torque, and nor is it noticeably any higher up in the rev range. It might lack the savage top-end bite of a Mezger unit, but it makes up for it with flexibility and its own soundtrack. There's no coughs and fits from the revised cams. It just feels like a stock, factory engine, but

“ The engine? The extra power hasn't come at the expense of torque ”

996 cabin is compact by modern 911 standards. Centre console delete a popular modification, for that GT3 vibe

KW's Variant 3 is hard to beat. (Note to self: Remember this is a track-biased machine and the roads around the South East are particularly Third World.)

The engine? Well, it's got more of everything. The extra power hasn't come at

better. And it's just the right amount of power for the chassis and the grip on offer, too, which is important.

You see, while 350bhp might not sound like a lot these days, it's not all about power. Modern 911s have oodles of the





## PRICE OF PERFECT

Obviously, as RPM's demo car, this is a no expense spared build starting with a good, sound donor, which was then stripped to a bare shell for its purple power respray. Nevertheless, minus the donor car the sum of the parts, plus fitting, is a not insubstantial £55,460 inc VAT. Yes, that does sound a bit steep, but then imagine a similar restomod type build with an air cooled car. Or a £1.5m Singer?

The point here is that you're unlikely to drop your 996 round to RPM's place and tell them to just get on with it. Here is a menu of parts that you can dip in and out of. You might just want the suspension, or just the engine work, minus the visual stuff. Indeed, if you were in the unfortunate position that your 996 needed an engine rebuild, then RPM's 350bhp rebuild at £10k would make a lot of sense.

Indeed, there are many 996 owners out there who have modded their 996s and taken inspiration from RPM's efforts, but with their own take on the concept. Despite my own enthusiasm for the CSR machines, my own 996 features only RPM's adjustable bottom suspension arms, but I must say I'm hugely tempted by a set of the OZ Alleggerita wheels! Aesthetically, though, I'm inclined to go my own way and probably stick with the 996's simple, standard lines. Do love a ducktail, though!

Bottom line: Modding Porsches has never been cheap, but on the bang for buck spectrum, there's not much to beat the 996 as a starting point and RPM are to be commended for being utterly upfront as to what the full package costs. Pick 'n' mix to create your own perfect 996:

## RPM CSR EVO parts and prices

**Suspension:** KW Clubsport 3-way adjustable coilovers including top mounts and bearings, adjustable anti-roll bars, RPM/Eibach adjustable lower arms, CSR geometry set up, polybushing, corner weighting: **£9595**

**CSR body styling:** CSR EVO front bumper, CSR side skirts, CSR carbon ducktail, CSR carbon bonnet, bumper ducting for third radiator: **£10,995**

**Brakes:** Floating front discs with performance pads, colour change calipers with CSR decals, CSR fluid and brake lines: **£2495**

**Wheels/tyres:** 18in OZ wheels with Michelin Cup 2 tyres: **£3195**

**Drivetrain:** CSR clutch and flywheel, CSR LSD, short shifter: **£5395**

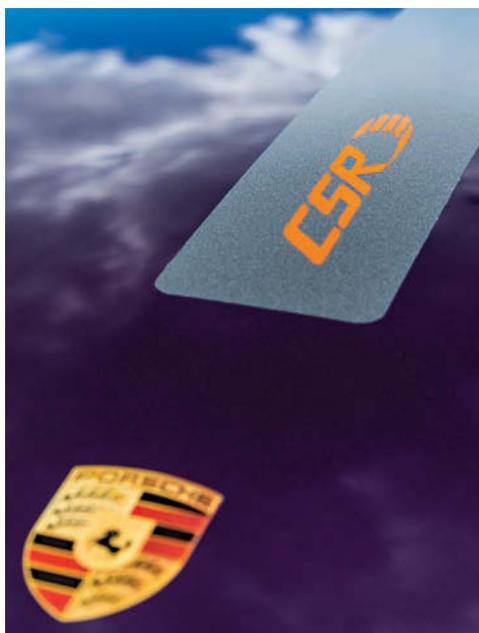
**Engine:** IMS upgrade, low temp thermostat, waterless coolant, air filter, third radiator, CSR preservation and powerkit inc gas flowed heads, Stage 1 cams and top end refresh: **£10,495**

**Exhaust:** CSR sports exhaust with centre exit (price includes modified EVO rear bumper): **£5495**

**Interior:** Lightweight entry guards, CSR rev counter, CSR gear lever, CSR EVO steering wheel, half cage, Recaro seats, harnesses, harness bar, lower centre dash delete, colour coded centre console, CSR mats: **£7795**

Kicking up a dust storm! Centre exit exhaust requires RPM's new bespoke rear apron. Looks terrific

Engine bay looks stock, but engine has been reworked, with hand finished heads and cams, to give 350bhp





Carbon rear lid with CRS ducktail wing plus carbon bonnet contribute to 45kg weight loss

stuff, but with more power comes massive wheels and tyres and correspondingly huge brakes and extra wide bodywork. None of this enhances the driving experience, it just puts it further and further out of reach. The 996-based CSR EVO is light on its already lightweight 18in OZ wheels and Michelins, and narrow and small enough to be wieldy.

Of course, the track allows a more intense work out. Even here a modern, 20/21in shod 911 has to be pushed to extremis to entertain, but again the 996 based CSR engages, but in a safer environment. Power and grip are on talking terms. Push a bit too hard and you'll find the edge, but in a more convivial sort of

way. It moves, it dances, it talks – you can feel it through the wheel and your backside. You can play with it, find and mess around

Gushing praise from the resident 996 fan boy? Well, yes, guilty as charged, but really, what's not to like and what would

“ Gushing praise from a 996 fan boy? Guilty as charged ”

with its limits, appreciate and explore the famed and fabled 911 balance of power and handling. You don't have to drive it beyond the edge of reason to enjoy it.

make a better starting point than the last of the lightweight analogue 911s with a manual, non vario steering rack? Really, it's a no-brainer... **PW**

### CONTACT

RPM Technik  
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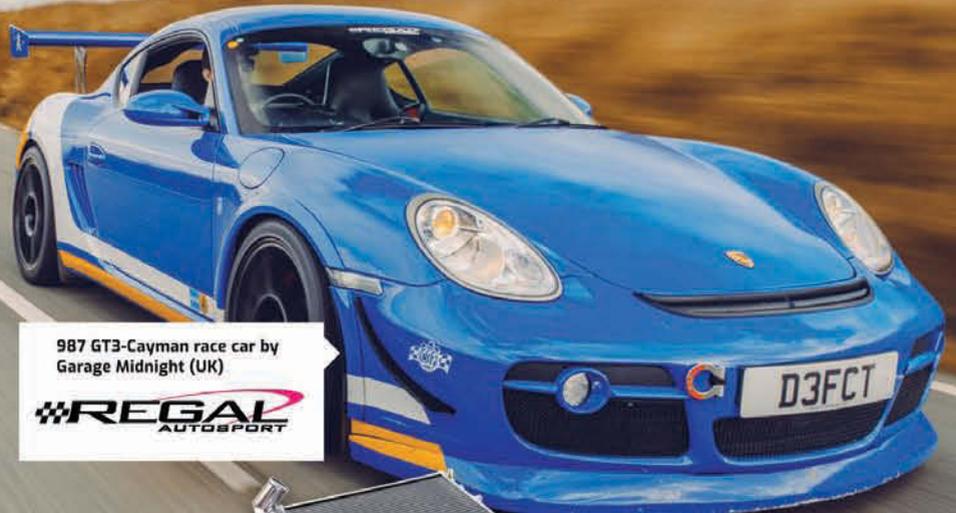
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# SUBSTANCE VERSUS STYLE

The basic two-wheel drive Carrera is arguably the purest 996 you can purchase. The C4S is almost certainly the prettiest. Let battle commence



**I**s that really what it all comes down to? Is the choice between the subtle, slim-hipped 996 Carrera 2 and the widebodied, all-wheel-drive beast that is the Carrera 4S merely a matter of substance versus style? Or is this comparison of modern classics rather more complex?

To find out, it takes a back-to-back drive on the same roads and on the same day. Only then can the true contrast in characters emerge. And so it is that we find ourselves navigating tight and twisting roads of the Cotswolds aboard fighting-fit, factory-spec (well, very nearly) and enthusiast-owned examples of these beautiful and beguiling driver's cars.

As it happens, the 996 generation as a whole is currently experiencing something of a renaissance. Prices of all variants are on the up as Porscheophile punters increasingly wake up to the 996's

compelling overall proposition. Nowhere else in the 911's extensive and illustrious back catalogue can you achieve quite the same compromise between modern capability and usability, on the one hand, and unfiltered analogue involvement on the other. What a treat this is going to be. Truly, what an honour.

But before we slide back behind the wheel, let's recall what separates these two early-2000s Teutons on paper. The C4S famously sports a wider body courtesy of an additional 60mm across its voluptuous rear hips. With that comes what Porsche's original press release characterised as, "running gear and the brakes that correspond to those in the Turbo." In other words, firmer and lower suspension plus bigger brakes than the Carrera.

In terms of engine power, however, the difference is precisely nowt. Both the

revised second-generation 996 Carrera 2 and its upmarket Carrera 4S sibling run exactly the same 3.6-litre M96 flat-six motor producing 320 metric horsepower at 6800rpm alongside 273lb ft of torque at 4250rpm. It's this shared powerplant that's probably the source of much of the scepticism that sometimes applies to the C4S.

With no more power than the standard Carrera but additional kerb weight of around 100kg, not to mention the theoretical powertrain losses of all-wheel drive versus rear-wheel drive, the result is that the C4S is actually slower than the Carrera. It's hard to imagine that happening today, Porsche selling a premium model that isn't unambiguously faster, such is the precision with which it micromanages its current product range. Carrera S is slightly but unambiguously faster than Carrera. Carrera GTS





marginally quicker than Carrera S. GT3 incrementally trumps GTS. And so on. These 996s are not new cars, of course, so prevailing product hierarchies don't apply. Thus, the C4S is slightly slower despite commanding more money on the open market than the Carrera. Really good

62mph from standstill in five seconds dead and is good for 177mph while the C4S is just one tenth behind in the sprint and only 3mph off the Carrera's ultimate pace. What matters, then, is the experience each offers, not the numbers.

Of course, said experience reflects the

immediate dynamic sense, meanwhile, is of a very quick car indeed.

In theory, just 200ccs and 20 horsepower separate early 3.4-litre 996 Carreras from this facelifted 3.6. But that doesn't fully capture the manly muscularity of the upgraded engine. Critically, however, the 3.6 isn't all about torque. Yes, it is tangibly more forceful in the mid-range. But it spins to the 7300rpm cut out with freedom and vigour. In fact, the 3.6 achieves a very slightly higher specific output than the 3.4. Lazy it most definitely ain't as it flings the slim and compact Carrera across the Cotswolds. For a blast on your favourite B road, you absolutely, positively do not need any more performance.

It's a musical and impeccably refined motor, in mechanical terms, too. There's no sense of strain, no harshness or vibration, just silky smoothness and that signature flat-six howl as you chase the redline. Say what you want about the M96 motor's mechanical durability, but it's a fabulous engine to actually use. But what of the rest of the car? In isolation, the second gen 996

The 996 C4S is the current sweet spot of the 996 range in terms of value and cachet. Looks the part and goes just as well

The C4S is probably the more competent of the two and suits more people, more of the time

## “ What matters is the experience each offers, not the numbers ”

C4S examples are now knocking on £30,000 while a decent Carrera can still be bought for just under £20k. That either would blow the doors off a £500,000 1973 2.7 RS in a straight line only underscores the disconnect between outright performance and perceived value in the wider classic and modern classic market. More to the point, both are very quick cars by any sane metric. The Carrera will hit

numbers at least in part. That's obvious the moment you step aboard owner Jonathan Lagan's delightfully clean Carrera. If the two-wheel drive model is the purist's choice, then silver paint over a black leather interior is the perfect minimalist expression of that pursuit. Combine the thin-rimmed steering wheel with the relatively simple cabin architecture and the immediate ambience is that of a no-nonsense driving machine. The





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Carrera majors on competence. Yes, you sense that rear-biased weight distribution. Lumps, bumps and other sharp intrusions can expose the limits of the standard Carrera's vertical body control. The mass transfers in and out of corners are also telegraphed pretty clearly. This isn't a car you tip nonchalantly into turns like a late model Cayman. It needs a little more

says, "it's a very balanced car and a great way to learn how to drive a 911." As for the steering, it's a delight. Virtually uncorrupted and yet precise and full of feel, it's an absolute highlight and it makes the steering in every 911 that follows seem at least a little artificial, a tiny bit contrived, starting with the variable-ratio rack Porsche fitted to the 997.

60mm across the hips can make. Inside, it's more or less identical bar a few flourishes Simon has added in the form of the neatly stitched and freshly covered steering wheel, gear shift and hand brake.

The C4S goes hard and fast from the word go and carries an astonishing amount of speed

As soon as you pull away, however, the contrasts come flooding in. The first thing you notice is just how much more solid and sorted the C4S feels. Subjectively, it's as if the whole car has had a build quality upgrade. Dynamically, it's that little bit tighter and more modern than the standard Carrera. Ultimately, that impression translates into nearly everything the C4S does. Take the chassis balance. Compared to the Carrera, the C4S is significantly more planted and composed. Virtually nothing upsets its stride. In fact, it almost feels mid-engined. Unlike the Carrera, then, which comes with something of a learning curve, the C4S is a car you can jump straight into and drive hard. The comparatively neutral balance and the super precise but less chatty steering give immediate confidence.

C4S interiors tend to be luxurious and better specced than base C2s, with buyers more likely to tick the options boxes

“ The C4S is a car you can jump straight into and drive hard ”

thought than that to set it up, to get the nose working on corner entry.

What it doesn't feel, at least not in isolation, is conspicuously clumsy. The Carrera is fundamentally grippy and together on first impression. As Jonathan

We'll return to those thoughts and Jonathan's Carrera in a moment. First, let's jump into Simon Ghent's stellar C4S. No question the C4S has huge kerb appeal, it's a much more exotic beast to eyeball. Remarkable, the difference those mere



## WHEREFORE ART THOU, CARRERA 4?

COULD NARROW BODY AND ALL-WHEEL DRIVE BE THE BEST OF BOTH WORLDS?

Plain Carrera versus C4S is a classic confrontation. But there's surely something missing. What about the narrow bodied C4? Given all three second-gen 996 Carrera variants pack the same 3.6-litre 320hp powerplant, the Carrera 4 is the perfect experimental control, a device with which to distill dynamic distinctions. How much of the C4S's dynamic difference is down to the wider body and so-called Turbo running gear? How much is simply due to all-wheel drive?

But hang on. The Carrera 4 will also want to make a stand-alone case for itself. Could it be the C4 that's actually best of both worlds? A clerical error on this author's behalf means that absolutely definitive data will remain tantalisingly out of reach. But we have the next best thing in the shape of Ben Buchanan's immaculate first-gen C4.

For the most part, this 3.4-litre C4 is much the same car as the later 3.6. As facelifts go, the second coming of the 996 was more incremental revision than major makeover. But it's just different enough to make the comparison that little bit more complicated. With all that in mind, what can we learn from the C4? For starters, it's definitely the real 911 deal. In fact, it's clearly closer in overall character to the Carrera 2 than the C4S.

If anything, this C4 is busier and more challenging even than the C2. Very soon after you move away it's clear there's even more in terms of mass transfer and body movement, that's for sure. And this car is fitted with the factory M030 chassis option. To be clear, the C4 doesn't feel heavy or dull. It turns nicely into low speed corners, probably better than the C2 and perhaps because of the extra weight over the nose. But bung the C4's nose inexpertly into a higher speed corner and at first it feels like it doesn't want to turn. There's a reluctance, only slight, but it's there. Then you get it set up properly through a similar corner and it's all much more keyed in.

Where the C4 does share common ground with the C4S is steering. It's a little more transparent, to be sure, and yet not quite as alive as the C2's. That said, you certainly wouldn't kick any of these cars out of bed for the way they steer. Without the slightest attempt at innuendo, they all have gorgeous racks. The C4, then, is nothing if not technical. A boring point and squirt machine it most certainly is not. It's a 996 with its own distinct character



What's more, this car's short shift gear selector, along with some slightly fruity back boxes and the nicely set up pedal box that all 996's enjoy combine for a really precise and rewarding downshift experience. Straight away, you feel comfortable heel and toeing relatively late into corners, improvising rather than planning ahead. This is a car that makes you feel on top of your game right from the get go. Likewise, the small tweaks Simon has made add up to far more than sum of their parts. The precision of the short shift and the glorious noise from those backboxes make for a very memorable drive. As Simon says, "the more than adequate power and incredible handling make the 996 C4S a perfectly balanced but practical sports car for the road." This is an awfully pleasant car to pedal. The feelgood factor is high, that's for sure.

In short, it's a much more modern driving experience all round than the vanilla

Carrera. The downside to all that is the relative lack of interactivity and involvement, something you could argue is a failing of many a modern machine. With the wider stance, the flatter and tighter body control and the seemingly infinite traction on offer from the huge tyres and all-wheel drive, there's a somewhat one dimensional character to this car. Everything is so completely under control, so utterly 'on rails'. Even pedalling pretty enthusiastically, in road-driving terms at least, you rarely get that sense of approaching the limits, of unlocking the chassis or flirting with the edge of an adjustable envelope. The C4S takes everything in its stride.

If you read that and find it resonates, then the C4S's steering may be a minor problem, too. It's fantastically firm and precise, but it's also marginally less transparent and delicate than the Carrera's. It puts that little bit of distance between you the driver and what

the car is doing. Similarly, you'll register that the C4S's outright performance is less vivid in a straight line. Of course, this widebodied beauty is comfortably quick enough for public roads. Lordy, one can cover ground quickly in this car. But it's as much the stability with which the C4S puts power down as the very slight deficit in outright pace that shrinks your impression of the available performance compared to the Carrera. It's that composure again and it works both for and against the C4S.

Time to step back into Jonathan's sleek silver Carrera. Suddenly, the rear-engine bias feels much more distinct, the whole car narrower and less stable, less composed than before. The shift also feels a little long and a little loose. But critically, the plain Carrera is even livelier and purer than ever. The relative lightness of the rear-drive car's nose really stands out now, the mass of the engine and how its influence on the

Slimline and silver, this gen 2 996 Carrera 2 is the definitive C2 spec, or so we might imagine. Fact is, there are fewer manual C2s out there than you might think. Definitely the purist's choice, though





Carrera's balance through corners is constantly in flux all the more obvious. Get that under control on turn in, through the apex and out the other side and you'll unlock a whole new level of handling prowess.

Overall, then, how best to characterise the difference between these modern 911

performance you actually need. It's a fantastic all round package.

The plain Carrera, on the other hand, feels more a blank sheet of paper, a starting point rather than a final dynamic destination. It's not as resolved as the C4S as standard, but it's more alive and it oozes with untapped potential to tune it to your

its sound, the way it makes strange noises and feeds back every bump and dip in the road. You know you are sitting in a 911," says Jonathan of his Carrera. "Its feel when loaded up and blasting out of a corner always makes me smile. I also like the way it looks. It was the jolt that moved the 911 aesthetic forward. On standard suspension it's very well behaved and I'm looking forward to a trip to the Nürburgring later in the year. This was an important model for Porsche and I don't think people give it the credit it deserves."

As for Simon, he reckons his C4S, "isn't the fastest. It isn't the newest. It isn't the most hallowed. And yet the noise it makes and the way it gets me down a twisty road is just incredible. Having a 996 is like being in a small secret club that I am immensely pleased not to be missing out on." That final sentiment surely says it all. The most important lesson here isn't the comparative pros and cons, as fascinating as they certainly are. It's about the common excellence shared by every 996. That surely won't remain a secret for long. **PW**

**Remember this: A 996 C2 is still a near 180mph machine and will hit 0-60mph in 5 secs dead. And it's a 911 and you can buy one for comfortably less than £20k. So what are you waiting for?**

## “ The plain Carrera feels more a blank sheet of paper ”

classics? The C4S is undeniably sorted. It's the most polished, the finished article. If you like what the C4S offers, you can simply buy one and enjoy it. It's super competent straight out of the box and it wants for nothing. It doesn't need lowering to look good, its wheels are in perfect visual proportion, there's plenty of body control and chassis capability on offer and all the

particular taste. That's not at all to say it's fundamentally flawed in standard specification. Rather that the core character of the car is less contrived. There's more space for any given owner to create something dynamically bespoke.

Speaking of owners, perhaps it's the custodians of these incredibly charismatic cars that should have the final word. "I love

**THANKS**  
Our undying thanks to Ben Buchanan, Simon Ghent and Jonathan Lagan for generously providing access to their fabulous 996s, for their patience on the day and for their stoicism from the passenger seat!



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# TECH SECTION

# PRACTICAL PORSCHE

Welcome to the grubby end of the magazine, where the glossy features give way to the oily bits. Too often ignored, this is the beating heart of Porschedom, where we strip, mend and modify our machines and yours

**QUICK GUIDE**

**HOW TO P82**

**SPECIALIST P88**

**OUR CARS P94**

**TECH TOPICS P108**

**CLASSIFIEDS P119**

**MARKET WATCH P120**

**T&T P124**

**HOW TO: 82**

Part two of our 964 Project suspension upgrade as we further refine and set up the Eibach and Bilstein damper and roll bars, with set-up by Center Gravity.



**SPECIALIST: 88**

Dropping in on North Devon Porsche, nr Barnstaple with new 'Projects' Boxster 986, where Martin Reed majors on old school Porsche engineering and servicing.



**OUR CARS: 94**

Aside from Chris Horton's 924S, it's wall-to-wall Boxsters in this issue. Brett's Boxster gets fancy new Group 4 wheels, Tipler's Boxster gets fancy new shiny exhaust manifolds and Jeremy Laird buys himself a fancy new Boxster!



**TECHNICAL TOPICS: 108**



**CLASSIFIEDS**  
The place to buy and sell  
Porsches and accessories  
**P119**

Tech guru, Chris Horton, together with his crack squad of Porsche experts, looks at technical matters arising. This month he's at PIE performance driving an ECU enhanced 964 and cracking a 996 driveshaft sensor issue

**MARKET WATCH: 120**

What to look for when buying a 959, plus dealer talk with German based RS expert, Thomas Schmitz, and a round up of the latest sales and auction results and trends.



**TRIED & TESTED: 124**

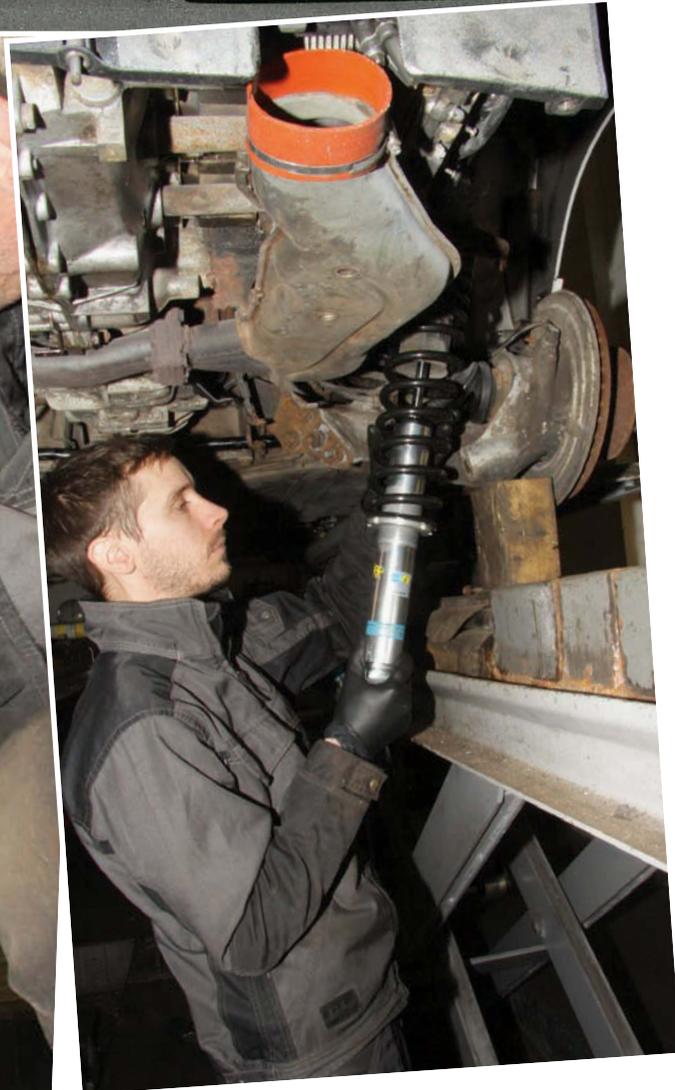
Getting out there and kicking the tyres! This month we check out a 996 Cabriolet and an ultra rare 911 Sportomatic



# TECH: HOW TO

## ONE STEP AT A TIME

Our wide-ranging 964 suspension overhaul continues, this month with the encouragingly straightforward process of extracting the four struts and the rear anti-roll bar. Text and photographs by Chris Horton



The 964 was famously the first 911 with 'conventional' spring struts, as opposed to the torsion-bar springs of the Carrera 3.2 and earlier models. In some ways this makes the suspension more difficult to adjust to suit one's taste, but by the same token it became – relatively speaking – much easier to remove the units for overhaul or, as here, complete replacement. As ever, though, don't attempt work of this nature unless you really do have the necessary knowledge and tools – and ALWAYS make sure the car is safely supported before venturing beneath

## SPRINGING INTO ACTION

Bilstein dampers were fitted as standard to many of Porsche's classic models – and still are, of course – but you might not be quite as familiar with the springs shown here (right), made and supplied by Eibach. And probably not with the same company's new range of anti-roll bars.

Springs first. The set featured here is what the company calls a Pro-Kit, suitable for most road-going 964s: C2, C4, coupé, Cabriolet and Turbo. (Many other Porsche models are covered, too.) It offers a 30–40mm reduction in ride height at the front, and 30mm at the rear. The springs are made from high-tensile silicon-chrome-vanadium steel, and subjected to extensive testing to ensure optimum reliability. Each item goes through a pre-stress load process, during which it is fully compressed after being wound into a coil, in order to avoid future sagging. It is then ground and shot-peened before being finish-coated for longevity. Part number of the kit shown here is E7201-140, and it retails for £304.68 plus VAT.

The two anti-roll bars are from Eibach's new Classic range, manufactured at its own factory in California. The front bar, 25mm in diameter, is a hollow tube that offers a claimed 40 per cent weight reduction against any comparable item, and

two-position adjustability. The solid rear bar is also 25mm in diameter, and again offers two-way adjustability. The fitting kit supplied includes the relevant drop-links and other necessary items. The part number is E40-72-003-01-11, and the retail price £303.31 plus VAT. The rear bar can also be bought on its own for £135.66 plus VAT. Part number for that is E40-72-003-001-10.

All of these items are available from Eibach dealers around the UK – of which Center Gravity is one – and the rest of the world. To find your nearest, simply go to Google or the alternative search engine of your choice. For more information on the bushes call SuperPro Europe Ltd on 01823 690281, or go to [superproeurope.com](http://superproeurope.com). For more information about Center Gravity call 01827 718800, or alternatively go to [centregravity.co.uk](http://centregravity.co.uk). (And yes, those subtle spelling variations are both correct.)



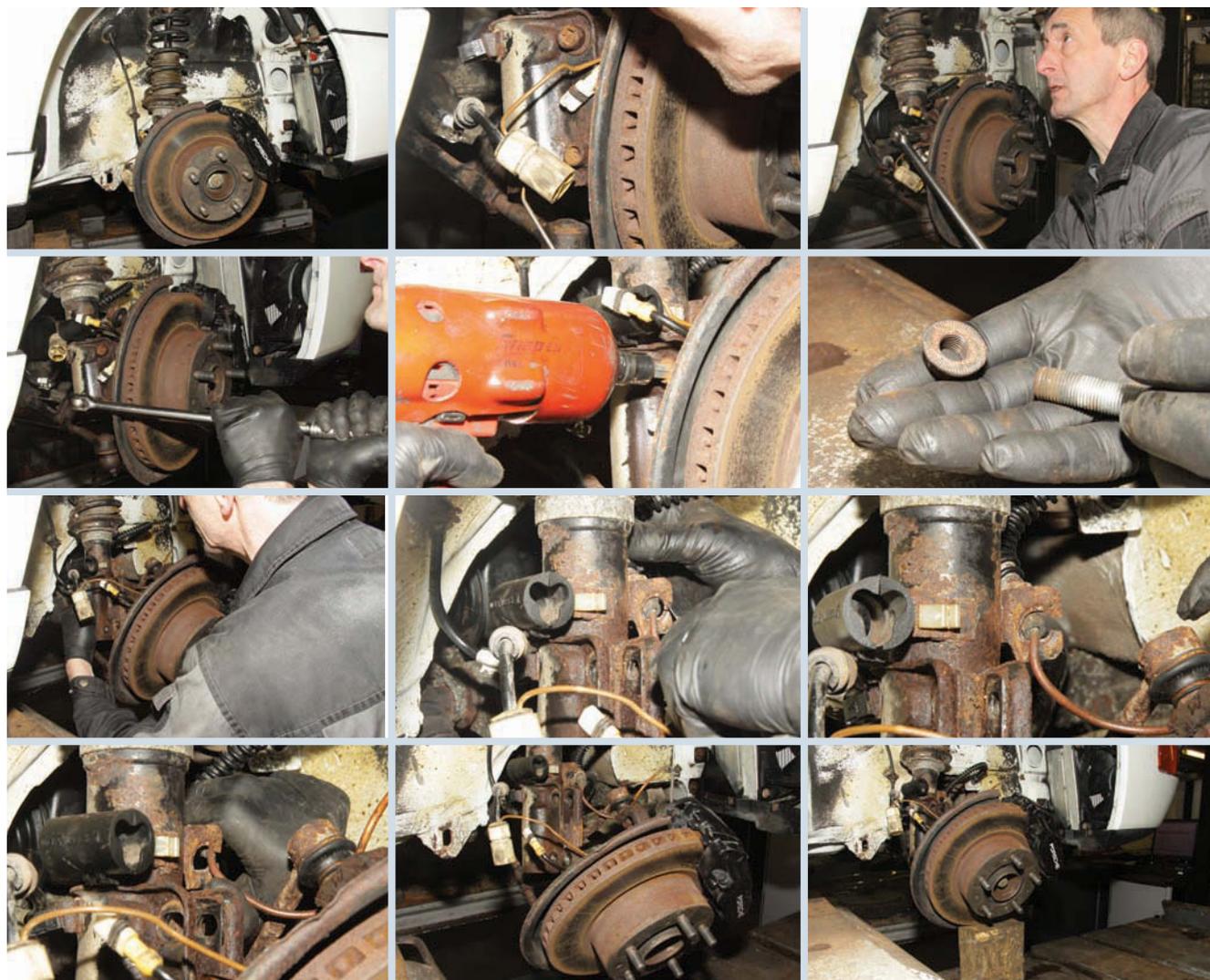
**T**he story so far: two months ago, in the August edition of the magazine, we left Chris Howell's 964 Targa on the combined lift and geo rig at Center Gravity in Warwickshire, in the early stages of what would prove to be more or less a full suspension overhaul, using brand-new Bilstein dampers, Eibach Pro-Kit springs, and anti-roll bars from the latter

company's recently launched Classic range. Also fitted would be a number of the top-quality Australian-made polyurethane bushes from SuperPro. CG proprietor Chris Franklin and his assistant, Peter Leason, had closely inspected – and measured for its inherent 'straightness' – the barn-find car from end to end and, having made sure they had all the relevant new components, were ready to begin.

Remarkably – or perhaps not for two such highly experienced experts working together – the job was completed within around 12 hours. Even so, I came away with several hundred close-up photographs of this multi-faceted and genuinely absorbing operation, and as a result have divided the story into several instalments. Shown in this second part, then, is how Chris and Peter removed the four spring-

The key to quickly and easily removing the front suspension is having socketry man enough to undo the potentially very rusty nuts and bolts securing each hub assembly to the lower end of its strut – after non-destructively disconnecting the pad-wear and ABS wiring, of course.

Ideally, that non-original hydraulic brake pipe would be replaced with a genuine Porsche item – or even just a better-made copper one – but in this particular car that's a job for another day. To avoid breaking the connection, and so later having to bleed the system, Chris Franklin simply cut a slot in the mounting tab at the base of the strut, allowing the pipe to be slid out. Looks a bit brutal, but it's what most experienced Porsche technicians would do in the same circumstances. With strut disconnected the heavy brake disc and caliper will hang as in penultimate pic, right, so support them on suitable blocks of wood for the duration



# TECH: HOW TO



Up top, as it were, the strut is attached to a special mounting plate, itself secured to the body by four M8 nuts (and here with the slight added complication of a transverse brace). Undo them, ideally with an assistant taking the weight of the strut from beneath, and this (near left, top row) is what you will be left with. Brown gasket will need to be replaced, so buy some before you start.

Note, too, that the mountings should have been fitted in a particular way according to the car's specification. On this standard C2 the one on the right-hand side of the vehicle should have the green stripe facing forward, but the one on the left side with the stripe toward the rear. Fitting them with both stripes facing the same way, whether to front or rear, will generate all sorts of weird geo problems. But note, too, that both can be reversed to offer the level of increased camber you might wish from a track car. Rear struts have their upper mountings tucked away at the front of the engine bay, and secured with three M8 nuts. Undo those, being careful not to drop them, and release the large bolt at the base of the strut, attached to the trailing arm. Corrosion on the height adjusters means that these would effectively be permanently locked, but that won't be a problem with the new ones. Porsche springs are rather crudely colour-coded for identification (far left); these are clearly the originals. Removing the front anti-roll bar will be, as we've suggested, a bit of a mission (see next instalment), but the one at the rear is straightforward enough – badly corroded fixings notwithstanding. Again, no worries on that score: all the old hardware will be ending up on the scrap pile. SuperPro bushes, made in Australia, are CG's choice: great quality, and easy to fit. More on these next time

strut assemblies and then the rear anti-roll bar – with some invaluable tips and tricks of the trade. That wasn't precisely the running order on the day, and it would have been logical to include here the front ARB, but by that stage – and, as I say, with two people working on the car – any chance of video-style 'continuity' was a distant hope.

(And that lower front end will arguably need its own separate story, in any case.) No matter, though: it will all come out in the wash, as the old saying goes.

Next time – which probably won't be next month; we don't want to overdose you on suspension, 964 or otherwise – we'll have a look at stripping and rebuilding those struts

and, space permitting, the slightly unorthodox methods required to extract that front anti-roll bar without further major surgery, thanks to our old friend galvanic corrosion. After that it will be refitting the struts, and getting to grips with wishbone bushes, before the final big build-up. I hope you enjoy the ride. **PW**



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PARTS FOR: 356, 924, 944, 914, 928, 968, 964, 993, 912 & 911's from 1965 to 2015, Boxster, Cayman, Cayenne, Panamera & Macan

## NORTH DEVON PORSCHE

If official Porsche Centres aren't your thing and you even find some of the larger independent specialists a little impersonal, perhaps sir's Porsche would care for some old school attention from Martin Reed of North Devon Porsche

Words & Photography: Jeremy Laird



**I**n this age of plug-in diagnostics, pre-baked decision trees, remote-guided fault finding and electronic everything, the value of hands-on experience, mechanical nous, a no-nonsense approach and perhaps a deft hand with a plasma torch are all too easy to overlook. But it's also very easy to appreciate what's gone missing of late when you visit Martin Reed of North Devon

Porsche. Martin's out of the old school and it's all for the better.

Based in Cladavin, near Barnstaple in Devon, we dropped by Martin's workshop for a quick oil change and check over of one of 911&PW's newest arrivals, a 3.2-litre 986 Boxster. It's a very early car in the modern water-cooled Porsche idiom, but thoroughly arriviste by Martin's storied standards. Not that he has any problem accommodating moderns. Martin has all the

dreaded diagnostic kit, including Porsche's PST2 (which was the system used when the 986 Boxster was on sale) and the later PIWIS system.

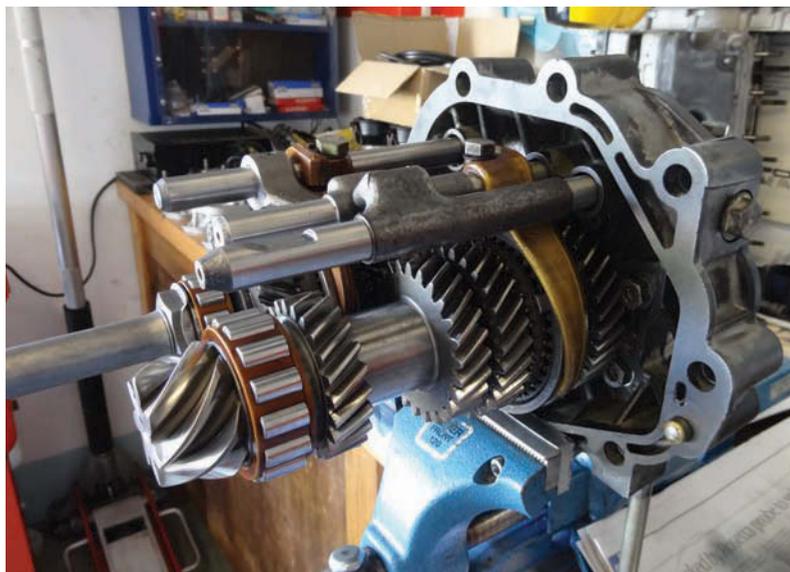
So, plugging in and investigating a slightly lumpy idle via the diagnostics was no problem. Martin will sniff ramp angles and plot graphs with the best of them. The likely solution, however, is surely illustrative of the value of experience. Pull the electronic throttle body and give it a clean.

*It's not often that we get to actually road test a specialist, but author, Jeremy Laird, can speak from first hand experience having booked his new Boxster into North Devon Porsche*



*By his own admission, air-cooled is more Martin Reed's thing. 930 Turbo engine (far left) looks particularly purposeful sitting on engine stand*

Right: 901 gearbox rebuild underway. Far right: Carrera 3.0 engine is from ongoing project



No new parts required, just a little of Martin's time. Or yours, if you'd prefer. Martin will explain how to do it and send you home to get at it DIY, if you prefer.

Indeed, every day is a school day in the company of an experienced mechanic like Martin. His background in the business is intriguing stuff. Originally trained as a Royal Navy engineer, by the 1980s he was committed to cars. "In the very dim and distant, the mid '80s" he explains, "I was at the Porsche main agent in Exeter, Parks as it was then. It was an unusual place with the showroom downstairs and the workshop upstairs."

A combination of not enjoying the commute to Exeter and an increasing number of requests to do customer cars on the side, however, saw Martin independently set up shop shortly thereafter and he's been at it ever since. Initially, the

focus wasn't primarily Porsche. "Back then, there weren't anywhere near the numbers. So while I did work on Porsches from the beginning, it wasn't exclusive by any means. I was also a retained fireman at the time, too. A handy little filler!"

a few of them and then a Mercedes 230SL Pagoda. That was heavier than the big saloon, never really liked it even if it was a good car for its day. It's a pre-1965 car, remember."

However, in terms of rallying, it was an

“ I did work on Porsches from the beginning but it wasn't exclusive ”

In the early 1990s, it was building historic rally cars and competing as a navigator that got most of Martin's attention. Among others, he built rally-spec fintail Mercs. "The same cars the baddies drove in Thunderball. Actually an excellent car. I did

Italian that really turned Martin's head. "The best car I built, my favourite of the rally cars, was the Alfa, a 105 Giulia coupe. It had the same floorplan and running gear as the Spider, but in a beautiful little two door coupe. They were light years ahead of their



930 Turbo will be worth the wait once it's fully restored/rebuilt

Encouragingly, Jeremy's Boxster gets a clean bill of health



time, too. It came out in '64 with a gorgeous little 1600 all-alloy twin cam engine, five-speed alloy gearbox with Porsche synchromesh in it, as it happens, and disc brakes all round. All in the mid '60s. Incredible. It weighed far less than a tonne,

and Martin focused more on workshop and restoration services of Porsche road cars.

Chatting to Martin as he has a good sniff around the Boxster is like mining a rich seam of hard-won experience. "Nice dry rear seal," says Martin, "there isn't even a

the main bearings and the crank and that's then fitted inside this shell, which in turn has the barrels in it. Really, it's absolutely crazy. Firstly, you're losing a lot of structural strength. Also, given production tolerances, having the rear main seal in a different body as the crank you can get slight misalignments and flex. So some engines never leak, others you can put in seal after seal and, bugger me, it's leaking again in a few weeks."

Some handy advice on exhaust bolts and how to remove the retaining nuts for the underbody cladding without snapping the studs affixed to the bottom of the floorplan, not to mention whipping off a pair of rattling heat shields and the bequeathing of a clean bill of health for the Boxster – "It's in good order" – and we're done. But as

“ Some engines never leak, others you can put in seal after seal ”

made about 130hp. Very quick. It always made top 10 finishes if it didn't break."

Rallying all got a bit serious in the late '90s, meanwhile the number of Porsches in need of maintenance was on the up and up

misting of wetness," he says. But why do they leak so often? "Ah, fundamentally the problem is that the main bearings and crank are not in a single unit with the block. There's a great big square housing carrying



Left: Old school 924/944 schematics add a technical air to the workshop. Martin Reed attends to the vital fluids

911SC is another ongoing workshop restoration, alongside Martin's own Carrera 3.0



comfortable and conversant as Martin is with a modernist Boxster, it's really the air-cooled stuff that he enjoys the most. That's partly because Martin thinks long term and realises how the increasing complexity of later models threatens to make them impossible to maintain in the very long run. With modern Porsches full of custom ECUs dotted about the car and heavily integrated with one another, often making it difficult or impossible to simply leave parts of the system out, the long term future looks uncertain at best. "Electronics will be the end of them," Martin says.

Thus, his main ongoing project as we visit is a full restoration of a 3.0 Carrera, the engine of which is sitting bolting to a stand. Although the Carrera 3.0 is a relative

sleeper today, Martin remembers them being quite the thing back in the day. "For a long time Carrera 3.0s were very desirable," Martin reckons, "it's got a really nice, cammy engine. They were actually better than the car that replaced it. Yes, the second generation of its successor, the SC, made similar power, but it was also quite a bit heavier. They were trimming them for hairdressers by then!" We also discuss another formerly hidden gem, the 2.7 Carrera and how Porsche's finishing and rust proofing went tangibly downhill with the 3.2 Carrera series.

Currently, air-cooled restorations like that Carrera 3.0 are the core of his activities, but Martin will turn his hand to almost anything. Overall, it's not hard to warm to

how Martin goes about things. He's the kind of old school engineer that instantly gives you confidence in both his ability to look after your car and that he has your interest at heart. These days, even independent specialists can tend to be large, relatively impersonal and a little numbers driven. There are so many Porsches out there today, so many customers and a lot of money to be made servicing them. As soon as you begin to scale that kind of business up, something is inevitably, unavoidably lost. A visit to Martin Reed quickly reminds you of what, exactly, goes missing. His operation is a little smaller and more traditional and many including this author will think that's all for the good. **PW**



**CONTACT:**  
Martin Reed  
North Devon  
Porsche  
Cladavin  
Bradiford  
Barnstaple  
EX31 4DR  
01271 375696  
martin.reed@northdevonporsche.com  
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## PROJECTS

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

### THE TEAM

#### STEVE BENNETT

996 C2



Another small box of excuses. The situation remains as last month, with the C2 SORN'd. Still, have had some inspiration, thanks to driving RPM's latest 996 CSR EVO in this very issue.



#### KEITH SEUME

CAYMAN 981



Was going to say all's well, but an error message showed up on the dashboard today, warning of a possible PDK transmission fault. Not what you want to read. Time to get the ECU fault codes read.



#### CHRIS HORTON

924S, 944



I've done 1500 miles in the 'S' over the summer, and enjoyed them all. A few more issues have emerged since I wrote my fuller report for this issue (pg8), but nothing that I can't fix – or that won't make good copy.



#### PETER SIMPSON

356C



I'm getting bored now. I've waited a year to get planning permission for a garage and guess what? I'm still waiting. I thought this planning business was easy! Cars are waiting and so am I. One day maybe!



#### BRETT FRASER

BOXSTER 3.2S



The jammed electric window has been fixed but from a more aesthetic point of view, the Group 4 Fuchs style wheels are now on. Not everyone is going to like the red centres, but I do, which is all that matters!



#### JOHNNY TIPLER

BOXSTER 3.2S



As you can see opposite, the newly blue Boxster has received some shiny new exhaust manifolds and an induction kit to complement the Cargraphic exhaust. It's been 'chipped' too. Read about that next month.



#### JEREMY LAIRD

BOXSTER 3.2 S



Well, I've done it. After much deliberation the Cayman has gone and I've gone back to basics with a 986 Boxster S. You can read all about it on p102. It was a tough call, but I think it's the right decision.



## THE SOUND AND THE FURY

A new pair of serpentine three-branch manifolds now adorn the exhaust ports of Johnny Tipler's 986 Boxster S, treating the world to an acoustic cacophony of the raucous kind



### JOHNNY TIPLER

#### BOXSTER S

**Occupation:** Freelance writer, author  
**Previous Porsches:** Carrera 3.2, 964 C2, 996 C2  
**Current Porsches:** Boxster S  
**Mods/options:** Modified induction set up/K&N filters, remapped ECU, Cargraphic exhaust, Porscheshop manifolds and induction kit  
**Contact:** john.tipler@paston.co.uk  
[www.johntipler.co.uk](http://www.johntipler.co.uk)  
**This month:** The Boxster sounds as good as it looks now, with induction kit and new exhaust manifolds

The Tipler mobile in all its new, blue glory at Le Mans Classic

**M**onitoring to Le Mans Classic last month, I wanted to make as much noise as possible. Not content with merely having the Boxster looking good in its new Etna Blue colour scheme, I wanted it to sound the part as well. New manifolds and a cat-bypass were the obvious way forward.

A Cargraphic silencer fitted at the firm's Cullompton factory last autumn highlighted the sadly corroded condition of the rest of the 986 S's exhaust system. Now 15 years old, I shouldn't have been overly surprised. But the pristine ovoid cylinder showed up the rest of the system for the crumbling antique concoction it had become. While it was still serviceable, I vowed to get it replaced with new manifolds – and, while we were about it, cat-bypass pipes, too. A call to Ian Heward at The Porscheshop sourced a pair of three-

branch manifolds, as well as the cat-bypass tubes. It seemed cheapskate not to match the exhaust headers with a 986 S induction kit, so Ian included the makings for that in his EuroCupGT package, too, plus all the appropriate gaskets, studs and bolts.

We're blessed with one or two good Porsche specialists in Norfolk, but one I hadn't tried previously was Holt-based high-end specialist Trofeo, whose techies Mike Roberts and Graham Heels are steeped in the finer points of Porsche engineering. The Boxster was duly booked in, displacing a Cayman up on one of the two hoists.

The first task was removing the old manifolds. I wasn't surprised that Mike had to resort to the dark arts to undo the retaining nuts. 'They just break,' he reported. 'And the ones that wrung off didn't break dead flat, so we have to take them back with the (Black and Decker) Wizard wheel, then we have to

Below left: Induction kit to complement the new exhaust headers and system. Below: Original system had to be pretty much cut off





A pipe bending work of art. Shame the new manifolds are hidden under the car

## CONTACT

**The Porscheshop**  
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[trofeocars.com](http://trofeocars.com)  
Tel: 01328 831 974

Below: Fitting taking place at Trofeo Cars. Below right: No cats in this new system

centre-punch them, and we do that freehand rather than use a clamp, because you end up having all kinds of issues with those.' Seven out of 12 broke. 'We did try first with stud extractors, but you still can't get them out, because the heat generated in that area just locks the threads, so we ended up drilling yours all out. We're not allowed to use a torch these days; most workshops have to be flameless, so we use an inductive coil heater, and they heat up the metal rather than using a flame; we put them on the studs for about 45 minutes and then, basically, we drill them out. Starting with a small drill-bit, you drill through, then you go again with a bigger one. There's a little ridge on the bit that allows that ridge to go flush into the aluminium, and then you put this driver through and it snaps it into place so they can't fall out. So, basically, we re-tapped the threads.'

Originally the manifolds are shiny, and then after running the engine, when they've had a little bit of temperature through them, it tempers the colour with a hint of bronze, which looks really nice, and it's a shame you can't see them except when the car's on a hoist and the undertray's removed. The new manifolds are quite simply works of art in their own right, reminiscent of the entwined snakes devouring mythical Trojan priest Laocoön and his sons in the Vatican's monumental classical tableau of the same name.

The standard factory headers come off the ports and head towards the rear of the car in more or less a straight line. The new ones perform sensual curves and curl back on themselves before heading rearwards and connecting up with the new cat-bypass pipes.

These bypass pipes lack the installation point for the oxygen sensors: 'the sensors were seized solid but we managed to get them out,' Mike tells us. The new pipework finally joins up with the Cargraphic silencer, installed last Autumn.

Because the headers spread out into a larger configuration than the standard pipework it was necessary to trim the corners off the undertray in order to reinstall it. As Mike explains, 'Your manifolds are banana bunches so they come out from the heads and then curl around, whereas the standard ones just run parallel. If we hadn't done that the manifolds would be vibrating against the undertray, but more significantly, they would also melt it.' Will they pass scrutiny come the next MOT, or will the cat-bypass pipes mean a fail? Mike is quietly optimistic all will be well.

Downside, if there be one, is that the oxygen sensors allied to the cats are now absent, so that the warning light is a constant presence on the dash and the "go straight to jail" – well, to the garage, anyway – message pops up when the engine fires up from cold starts and the oxygen sensors are at their most active. One caution is dispensed with by a click of the computer arm, the other hidden with a black sticker. Ever the optimist, I trust that these unheeded warnings won't ever refer me to a problem of a different nature. Mike Roberts is reassuring: 'That won't affect the performance,' he says; 'in fact it's going to make it better: the performance will be increased.' A more practical route is to see somebody like Wayne Schofield at Chip Wizards who would doubtless be able to programme it off. Could be a run to

Manchester is on the cards. 'You might be able to get a software package from the States to turn it off,' says Mike, 'but you're going to have the warning light come on all the time because the cat's been taken off, but also if Wayne does it he'll probably be able to give you some more power as well.' Oooh!

In any case, the new manifolds and induction kit have certainly made a significant difference to the driving experience, both in terms of noise and performance. 'They're tuned lengths so you're definitely going to have a few more horsepower,' predicts Mike. He's right, no question. Driving home, there's an instant surge, and it's as if the handbrake has been on all this time and now it's not on anymore, a remarkable transformation. The sound is at first kind of like a bunch of pebbles rattling in a can, but it quickly settles down to a six-pot throb – till the need arises for more throttle, and then we're treated to a full-blooded gnarly flat-six roar. Music (of a kind) to the ears.

I notice people turn to look more now – sort of like being a successful contestant on The Voice – though that could still be down to Spray 'n' Peel's gorgeous Etna Blue colour change. Arriving back at Le Mans' Maison Blanche campsite late Saturday evening would have been embarrassing, had it not been for the hardcore racket of the Plateau 6 RSRs and 935s tearing up the night air. Anyway, the Boxster's previously booming exhaust note has disappeared, which I'm rather glad of as it was a tinnitus trigger especially during acceleration. So, say goodbye to Mr Boomer, and hi to Mr Raaaassppurr!!! **PW**



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## SOME LIKE IT HOT

This year the UK's famously unpredictable summer weather was a mixed blessing when it came to working on cars, suggests Chris Horton. By mid-morning it was just too warm out there – and goodness knows what the UV level might have been. Even so, it allowed him to make further worthwhile progress on the 924S, if not (yet...) the 944



**CHRIS HORTON**  
924S, 944

**Occupation**  
Consultant editor,  
911 & Porsche  
World  
**Previous**  
Porsches 924S  
**Current**  
Porsches  
924S, 944  
**Mods/options**  
The only significant  
change is the  
924S's later 944  
wheels: same tele-  
dial pattern, but  
wider and with a  
slightly different  
offset – and much  
better looking  
**Contact**  
porscheman1956  
@yahoo.co.uk  
**This month**

Catching up on  
more long deferred  
jobs on the 924S –  
and, in spite of the  
blistering weather,  
making remarkable  
progress, too!

**P** hew, what a scorcher – as the famous but probably apocryphal headline has it. It doesn't seem very long at all since my enthusiasm for working on any of the cars was decisively dampened by first the winter rain and then the so-called Beast from the East (a few centimetres of snow in mid-March, basically), but we have now 'enjoyed' many weeks of blazing sunshine that in practical terms have much the same deterrent effect. I know you guys in, say, the southern USA or the Gulf states will be all too familiar with that scenario, but for we Brits it's rare to have two consecutive days above 75 degrees Fahrenheit, never mind two months. But I have managed to get quite a lot more done on the 924S, before it all became a bit too hazardous to health, and luckily my driveway is in any case shaded by the house until about midday. Siesta time after that...

My first achievement, after my previous wide-ranging report, was to fit the new rear-window perimeter seal that I have had in stock for ages, and then, prompted by the fresh rubber's natural 'bounce', to adjust and ultimately to replace the two locking pins that project down into the latch mechanisms in the

body. (Just remembered: I had removed both of the latches in order to clean, lubricate and adjust them one sunny and unusually warm afternoon in February, before the arrival of the aforementioned Beast, also taking the opportunity to fit new rubber seals that sit in the recesses directly above the mechanisms. More on both of these items in a moment.)

The primary stimulus to my replacing the tailgate seal was successfully doing much the same with the boot-lid seal on our daily-driver VW Passat a few weeks earlier, and that also highlighted some interesting but at the same time rather frustrating comparisons between the two cars. The VW seal, priced today at just £31.98 plus VAT, is a continuous loop, obviously made to exactly the right length. The Porsche item (£58.13 plus VAT in 2015) comes as a simple strip cut off a long roll that has to be almost but not quite fully fitted, and then trimmed precisely to length as required. That does simplify the task in certain respects – avoiding the need to detach the two tailgate support struts, for example, and perhaps rather more importantly the wiring to the rear-window wiper – but I do have to question why, even so, it cannot be manufactured such that no adjustment is necessary.

In both vehicles the physical barrier against water ingress past the seal is in surprisingly large part the sticky, off-white 'goo' inside the metal-cored 'U'-section channel that slides over the flange on the body shell. (And the gradual hardening of this stuff is as much the reason for either seal eventually failing as the rubber itself degrading. It also means that you cannot realistically use again a seal that has been fitted and later removed.) In the Passat, said substance has from the start remained discreetly out of sight. In the 924S, though, it immediately started oozing out all over the place, and while it was easy enough to clean off the worst of it, there remain traces on the naturally slightly porous surface of the rubber. And however carefully and neatly you cut it – not the easiest of tasks thanks to that metal core – that joint makes the ideal exit point for the sealant. Even now it's still seeping out, especially as the inside of the cabin reaches melting point every day, and inevitably – and annoyingly – it catches my eye each time I look in the rear-view mirror.

Probably the most important aspect of fitting any such seal, however, is to make sure that every last centimetre of the channel – internally ribbed to grip the flange on the body

Looks OK, doesn't it? Left side of the car is definitely its best (above), and peeling off all the body-side strips (see text) has made a big difference to its smoothness of line. Photos below show the trials and tribulations of fitting a new tailgate seal, which unlike on a VW Passat has to be trimmed to length. Cross-sectional view of extrusion (middle) shows white sealing goo inside channel – and the shot next to that how it oozes out, even weeks after fitting. Verdict: could do better, Porsche





Where to place the joint between the two free ends of the seal? Logic suggests at the bottom, and that locates what feels like reinforced sections of the outer rubber here, at the lower outer corners of the glass (above). I did the same on the 944 last year, though (middle), and the upper corners of the new seal collapsed. Thus far the 924S seems better in this respect, but I shall monitor the situation. Photo far right shows new rubber seal for one of the tailgate locking mechanisms, torn when removed, but now repaired with Superglue. Locking pins (below) proved to be badly worn, but one of the old ones had to be cut to remove from its threaded insert – and a new one of those sourced, of course. Screws securing pin and block to tailgate were rounding out (middle), so new Torx-headed items fitted, to be on the safe side. Fun and games with latches in body, too, secured by stud plates (far right). See also next page

shell – is pushed fully home. That sounds blindingly obvious, and on what you might call the convex curves around the upper part of the Passat's boot-lid aperture it was dead easy to achieve. (I left the two concave curves right at the top until last.) But the Porsche effectively has concave curves alone, and in that scenario it is all too easy to cut the corners, as it were, leaving the channel insufficiently tightly gripping the full depth of the edge. (And which is in some places not very deep at all.) You also need to make sure, of course, that the edges of the headlining, and the fabric on the rear pillars, remain correctly trapped by the channel.

As for where you position the ends of the seal – and having pondered this when I did the job on the 944 last year – I am still undecided about that. It would be a much less pertinent question if the seal came as a one-piece item, presumably as per the original factory-fitted part. But logic and observation suggest at the bottom, directly above the tailgate lock, and that places the subtly reinforced sections of the rubber (they feel as though they have an additional extrusion inside the external one) at the lower outer corners of the glass, close to the latch mechanisms. That's what I did here, and also when I tackled the 944 last year, and I am guessing is what Porsche intended. Personally, though, I think the sections that most need reinforcement are at the top corners of the tailgate aperture. In the 944 both of those areas of the new seal quickly became squashed almost flat again, and although – so far – the 924S seems better in this respect, there has still been a visible compression of the rubber.

Next, I turned my attention to the two latches again – or first to the pins on the tailgate, to be precise, since I was at that stage reasonably confident that the mechanisms within the body itself were adequately lubricated and adjusted, after my afternoon stint back in February. The tailgate seemed to shut quite decisively, but even a short test-drive showed that the device on the right-hand side was tending to spring open – or perhaps failing to secure the pin would be a better description – and there were also lots of annoying rattles and squeaks.

The obvious answer was to adjust the pins downward, such that they would lock more securely into the jaws of the latches, but both the former were quite badly worn, and the one on the right was completely seized into its mounting block, rendering any movement impossible. Removing the entire block from the underside of the tailgate showed why (see photo below left). There was no way that was ever going to shift, and so the only solution would be to saw through the old pin, to discard both it and the threaded insert inside the block, and then to fit a new pin to a good insert that I had saved from another car. (They are still available brand-new from Porsche.) Also replaced were the four small countersunk screws securing the two blocks to the tailgate. The finely splined sockets in the originals were by this stage in danger of rounding out, and notably the new ones from Porsche have much improved Torx sockets. (T30, for the record.)

Disappointingly, however, all of this playing about had for various reasons required me – against my better judgement – to ease out of their recesses in the body the two complex

(and expensive; in 2015 £30.27 each plus VAT) rubber seals that are designed to minimise the amount of rainwater that passes down through the latches. (And despite the presence of which it is vital always to refit the plastic trays beneath the latches, together with the associated drain tubes that direct the water down and then out of the lower wheelarches.) The rubbers are very difficult to install and especially to remove without tearing, even with much carefully applied lubricant, and unsurprisingly, despite my best efforts, both began to split as I eased them out. Which was doubly annoying, because I had only fitted them on that Sunday afternoon back in February...

I do have in stock a further pair of brand-new seals, which once I am satisfied that I have nailed this tailgate-latch issue once and for all I might well use for the sake of neatness and completeness, and 'closure' (no pun intended), but at the time of writing my plan is to try repairing the two torn ones with Superglue, and see what happens. Nothing ventured, nothing gained, and all that. (Stop press: so far, so good, although I won't be refitting the newly glued rubbers, hopefully for the last time for a very long time, until I am 100 per cent satisfied that the new latches that I have since concluded I shall have to buy are working perfectly.)

New latches, too? Indeed. A few more longish drives – and several disappointingly short ones – showed that, despite their now obviously correct profile, one or other of the brand-new pins was for some reason pulling through the jaws (this despite their apparent freedom of movement and full closure) and, thanks to the strength of the hydraulic struts,



# TECH: PROJECTS



thereby allowing the tailgate partially to open while the car was in motion. And on at least two occasions it opened completely. In the short term I solved that by disconnecting the struts, and putting up with the resulting rattles and squeaks, but once I had removed the latches (again...) and examined them from beneath, I could see exactly what the problem is. The undersides of the jaws have worn into a tapered profile to match the tops of the old pins, and no amount of adjustment is ever going to prevent the new pins simply forcing their way through. That's my theory, anyway, but I'll have to let you know if it works once I've stumped up the £80.82 plus VAT (each!) the new ones will cost to buy.

I have had a bit of a result in more generally weather-sealing the rear end of the car, however. You might recall that in 2017 I removed and refitted the 944's rear lights, discovering in the process that the vehicle must have suffered a minor impact at some time, such that at least one of the units no longer fitted the profile of the body shell quite as well as it should do. It was with some trepidation, then, that I began the same task on the 'S', which was clearly suffering from much the same water (and exhaust-fume) ingress. No sign of any damage, I'm pleased to report, but plainly the left-hand unit has been out at least once before, and whoever did the job had sealed it back into place not with the correct Porsche product – a special mastic 'cord' – but with something that had hardened to the consistency of charcoal mixed with toffee. I managed to scrape and pick it off both the body and the back of the light unit, crucially without damaging the paint, and thus later allowing rust to take a hold, but regrettably took no photographs. I was just a bit too fixated on getting the job done.

Either way, I shall take this opportunity – and also prompted by a 'discussion' with at least one US-based 944 owner on Facebook – to remind you that there is a very specific Porsche product for this task, AND THAT ABSOLUTELY NO OTHER WILL DO. It comes as seven individual rolls wrapped in special paper inside a brown cardboard box (total length 17.5 metres, and the part number is 000 043 172 00. At £46.88 plus VAT it's quite a lot more expensive than the common-or-garden silicon-based bathroom sealant that is sadly but surely every modern bodger's weapon of choice, but the fact is that it is immeasurably superior in all respects.

One other triumph was to remove the remaining body-side rubbing strips that had been annoying me since the day I bought the car, way back in early 2012. (Several were rather wavy, where they had taken a hit, most likely from someone else's door, and at least one I had already torn off in disgust, after badly cutting my hand when washing the car. I'll leave you to imagine the colourful language that followed that episode.) Trouble was, while it was easy enough to pull off the plastic mouldings, they all left behind a thick and unyielding strip of weapons-grade adhesive.

I debated long and hard about the best way to deal with that, and in the end used some of the excellent HG sticker remover ([www.hg.eu](http://www.hg.eu)), rubbed well into the glue to soften it, and a plastic scraper held at precisely the right angle. It took several hours, spread over a couple of days, but ultimately left no more than a few very minor stains – and, significantly, no scratches in the obviously still original (and actually remarkably good) paint, other than where a previous owner had rather less carefully removed the strip behind the driver's door, probably as a

result of the dent which was there when I bought the car. For a while I thought about having the strips replaced with a simple flat coachline, painted or taped on, but having now seen the body unadorned, as it were, I have decided it looks far better like that.

And that's about it for another month. The rear bumper has become a work in progress – the new rubbing strip I fitted to a replacement moulding a few months ago is frankly a bit of a mess; more on this next time – and so too my rear-wiper delete project. It was easy to take the motor off, and I have temporarily plugged the hole in the glass with an appropriately large flat-headed Torx screw and washer salvaged from another VW Passat (below, middle), although since I doubt that it's going to rain any time soon I don't know why I bothered. (Actually, a good downpour would be quite useful to prove my rear-light seals, never mind watering the garden.) Either way, I shall in due course probably install either the proper Porsche job or else a good-quality after-market part.

Oh, and I thought I had made a bit of a breakthrough with the non-functioning odometer, finding and then fitting the spare that I knew I had stashed away, but ultimately that's an on-going saga, too. I managed to break one of the two tabs securing the lower edge of the instrument-panel surround to the rest of the fascia – in fact, I'm not sure that it's even possible to remove the moulding without doing that – and despite dutifully recording distance for all of about 10 miles the replacement stopped working, too. I shall have both devices looked at by Julian at Reap Automotive in London – for many years the go-to man for Porsche instruments – and at that point see if I can find a replacement surround, too. Onward and upward... **PW**

Underside view of latch shows how it is secured to stud plate with two M6 nuts – here replaced with Nylocs to avoid having to tighten them so much that they excessively squeeze the internal components. In the event, the latches' inability to grasp the pins was traced to wear on the underside of their jaws (arrowed), this proved by sliding latch over new pin (middle) and then simply twisting. It released far too easily. Below: just a reminder that rear lights should be sealed into the body with this Porsche product alone for optimum effect – and NEVER bathroom sealant. Special screw from a scrap Passat makes a great rear-wiper delete plug: powder-coat it, and trim the rubber, and it'll be as good as the costly Porsche part. Don't know why I didn't spot these ancient trumpet-style horns before, mounted under left-hand end of valance. Either way, they are now history, with audible warning from the two red plastic items – as before



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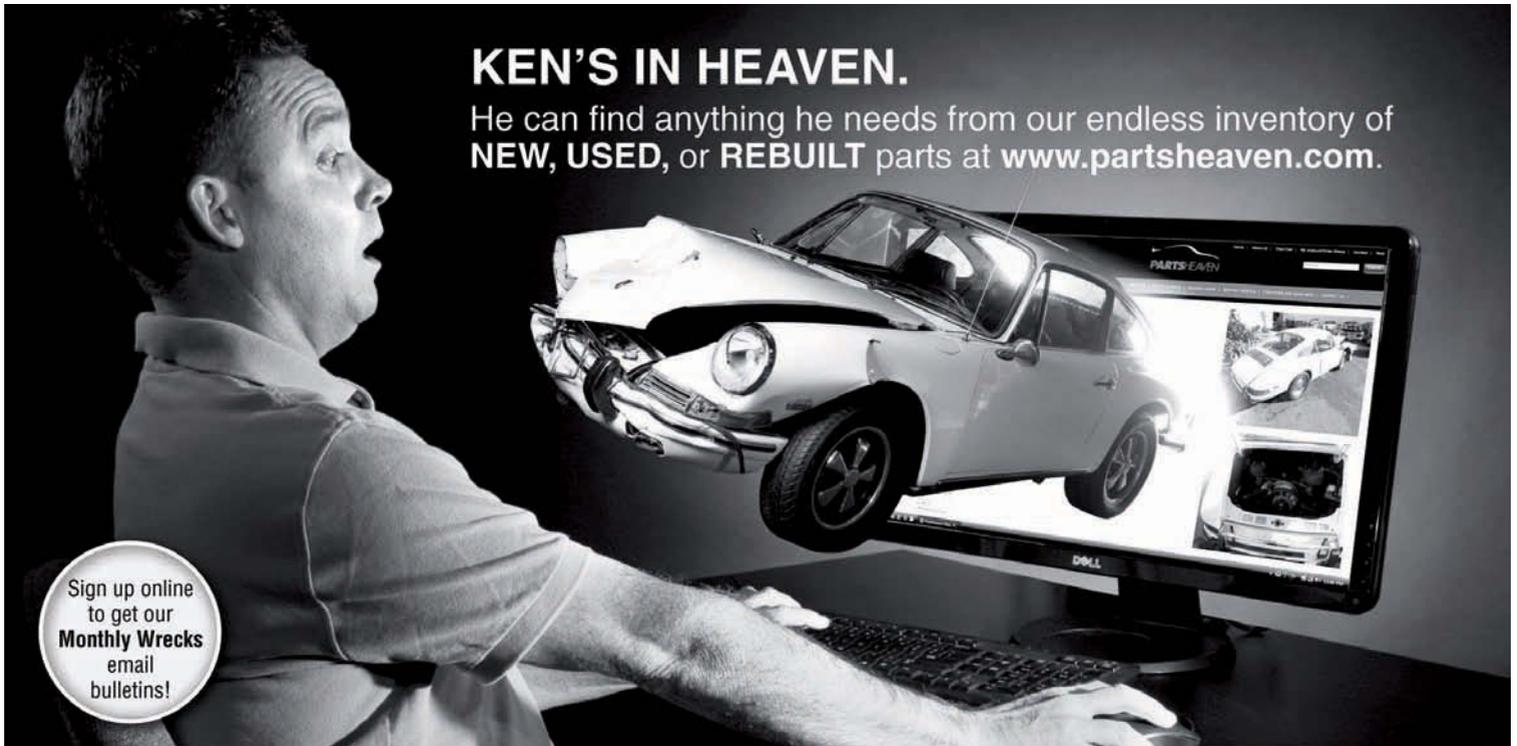
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## BACK TO BASICS BOXSTER

Voluntarily swapping a 987 Cayman S for an early 986 Boxster is a pretty hard sell for most people. For Jeremy Laird, it's the route to more rewarding and enduring driving enjoyment. That's the plan, at least...



**JEREMY LAIRD**

**BOXSTER 3.2 S**

**Occupation:** Freelance writer

**Previous**

**Porsches:** Boxster 2.5, Cayman S

**Current Porsche:** Boxster 3.2 S

**Mods/options:** Standard

**Contact:**

jeremy.laird@gmail.com

**This month:**

It's goodbye to the Cayman and hello to the Boxster

Jeremy buys a Boxster. Really, we might as we just call the mag *Boxster World*, with three 986 3.2 S models on the 'Projects' fleet. Still, that's rather telling as to the Boxster's ability and amazing value

**L**ook, I know what you're thinking. And I don't entirely disagree. In objective terms, moving from my tweaked 3.4-litre Cayman to an early 986 Boxster is a retrograde step. The Croc was faster, stiffer, handled better, braked harder, was more ergonomic inside and mostly better built.

So, you won't be surprised to learn I've had my moments of doubt. For sure, the 987 was the nicer luxury good and by a mile. In terms of image and status, it had a feel good factor the 986 can't approach. What's more, the 986's body control on the factory springs and dampers is pretty

ordinary, its body rigidity rather tragic. Indeed, the whole car feels much less substantial, far less robust. The Box's chassis balance is a bit naff, too, thanks to the ludicrous factory tyre stagger with the 17-inch wheels, which pairs 205 section boots up front with 255s at the rear. I quite like a whiff of inherent understeer to manage via a little 911-style trail braking. But the standard setup doesn't half make the 986's chassis feel dull and dumbed down.

Dispassionately speaking, then, the Cayman was simply the superior car. Problem is, passion does come into it and when it does it tends to cloud out cold, hard

logic. In the end it's the experience that counts, not the numbers. If I could measure it, for instance, I'd say the Box sounds roughly 78 times better than the Cayman. But I can't. So I must merely make the subjective claim that the older car is far more musical. That, in the proverbial nutshell, sums up the 986's strengths. They're nearly all in the subjectives.

Some of that is still easy to identify and communicate. I can tell you, for example, that the 986's steering is more transparent and analogue, that there's more chassis feedback, that the gearshift gives a greater sense of physical connection to the transmission. Likewise, it's immediately

There's a lot of drossy Boxsters out there, but this isn't one of them, as interior condition will testify





Stock and standard, but don't expect it to stay that way for long. A few handling tweaks are guaranteed

obvious that the 986 feels more rear-biased in terms of weight distribution (whether it is or not, doesn't matter, what matters is how it feels), where the 987 is neutral to the point of relative blandness.

Then there's the brake pedal, which has more firmness and progression than a standard 987 (though perhaps a little less than the tweaked pedal in my old Cayman). Or the throttle and clutch pedals, which both operate with lower levels of computer intervention. I'm confident there's less interference with throttle inputs with the 986's e-gas system, and the silly throttle-delay during upshifts courtesy of the 987's upper clutch sensor switch definitely isn't present on the 986.

Just as important, however, are the intangibles, the things you appreciate almost subconsciously, elements you can't quite crystallise into individual attributes. Overall, my impression is of a sweeter and more special driver's car. Just bimbly down the road at low speed, my sense of the machine is much more acute in the 986. The 987 felt a little ordinary until you set its pants on fire. In those terms, the comparison between the 986 and 987 is the classic contest between ancient and

modern. What you lose in competence, capability and pace with the older car, you gain character, feedback and driver-machine connection. It was ever thus, eh?

That said, the Box does have some objective advantages, too. Most critically, it doesn't come with nearly as much risk of major engine failure. The 3.4-litre M97 lump in the Croc was a massive liability in terms of its propensity to score a bore or two and that played a big part in my decision making. In terms of all the other pros and cons, it was a finely balanced decision. Had my confidence been high that the Croc's lump was good for at least another 50,000 miles, I probably would have stuck rather than twisted despite my mixed feelings about the driving experience. But it wasn't and that meant I had to prefer the Cayman to the tune of a likely £12,000 engine bill some time in the next two or three years. Which I don't.

The Box, needless to say, will need a few tweaks. The body control wants tightening up and some narrower 235 section rear tyres will dial out the worst excesses of the built-in understeer and also unlock a little access to near-limit yaw. Meanwhile, now that I'm back in a 986, you might think my

time with a 987 was a waste of time and money. But that isn't truly so. Not only did I hugely enjoy my time with the Croc, I also learned a lot about what really matters to me. With the 987, I was at least partly chasing newness, snazziness and status. Ultimately, it was the same mentality that sees people beat each other up over allocations for the latest GT car they've never driven that compelled me to buy a 987. And it's not the basis for a lasting and fulfilling experience.

Now I've ticked the shiny and new box, in relative terms, I can get on with focusing on the things in a sports car that provide me with the most enduring and rewarding enjoyment. I've never really been about newness and status when choosing a car. But with the Croc, I've worked that silliness out of my system. The 986 is a car for me to enjoy, what anyone else thinks doesn't factor. It's still a compromise, of course, the Box. No single car can give you everything. That's another thing I learned with the 987. But the 986 gives me more of what I care about most in a driver's car. It's just a happy coincidence that 986s are so criminally undervalued and I can have what I want for so little money. **PW**





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## REINVENTING THE WHEELS

Brett 'good with colours' Fraser has made something of a bold statement with his new Group 4 Fuchs, deep-dished wheels. Red and yellow? The editorial jury is out on that one, but those wheels certainly do look good



**BRETT FRASER**

**BOXSTER 986 S**

**Occupation:**

Freelance writer, Dep Ed, *911&PW*

**Previous Porsches:**

None

**Current Porsche:**

Boxster 986 S

**Mods/options:**

Eibach springs and anti-roll bars, Pipercross air filter

**Contact:**

brett@brettfraser.co.uk

**This month:**

New Group 4 wheels. And yes, I've had them painted red!

They're red, so get over it! The deep dish Fuchs look transforms the Boxster, we think

**J**ust let me get this straight. You want me to put those shiny red wheels on that bright yellow Porsche. Those two colours?

Together? To be fair to the young guy in Treadfirst Tyre & Exhaust, he didn't actually say those words out loud, but I could see it in his eyes. Incredulity. And bewilderment.

He wasn't alone. The rest of the crew at Treadfirst – those working on the other side of the workshop, the guys from reception – were finding excuses to drift close to the Boxster, eyeing its Speed Yellow coachwork and trying to reconcile that with the Guards Red Group 4 Wheels Fuchs tributes laid out on the floor beside it. Maybe they didn't think I saw the raised eyebrows or notice the whispered conversations. The doubt was palpable. But not unexpected...

For years I've thought that a Fuchs-style wheel would be a cracking match for the Boxster, but the replicas that I'd seen had

flat faces that to my eye didn't work so well: for the Boxster the faces needed to be dished. A chance conversation with Group 4 Wheels boss Jonathan Sage a couple of years back revealed that he was thinking along precisely the same lines. Well, not so much thinking, but doing.

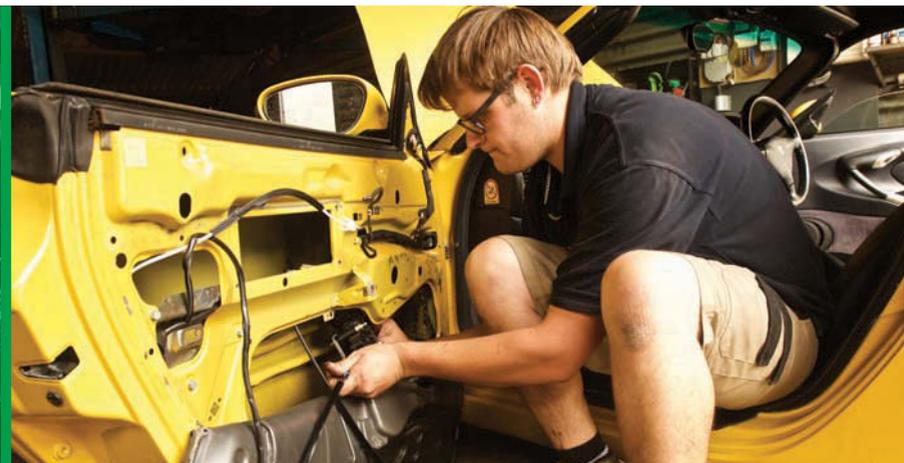
Jonathan had already designed an 18-inch wheel that would fit the Boxster, 996, 964, 968 and other classic Porsches. It would have the all-important dish for both its front and rear iterations, and would be available in a variety of colours. He just needed to sort out the prototypes and find a partner to manufacture them. I couldn't wait.

Turned out actually I could. Had to. Some unexpected difficulties in Jonathan's world delayed the project. Then earlier this year there was an email from Group 4 Wheels. A manufacturing partner had been found and some prototypes made – did I fancy a sneak peek? Sure did. And the wheels looked fabulous.

Editor Bennett thought so too and arranged for *911&PW* to run a news story on the Group 4 Wheels project. Jonathan rocked up to Paul Stephens' gaff with a van full of different coloured Fuchs-style wheels, and we pulled a variety of cars out of Paul's showroom to photograph them on. And my Boxster joined in the party, too.

For the photo shoot we stuck the black wheels on my car: it was transformed. Although they're an 'old fashioned' design, I thought that the Group 4s made the car look more youthful and definitely more fun. No doubt about it, I had to have a set. Now, the black centres certainly suited the car, but I kinda thought that they were the obvious choice. Jonathan had also brought along a gun metal colour, but that seemed a bit predictable, too. White was interesting and so was the gold, while the green made me chuckle but made the Boxster look too much like a Norwich City supporter's car: I live in an area where most footie folk

Below left: Rusty nuts? A rattle can of black Hammerite soon sorted them out. Below: Vince Bickers at Cleverley Repaired Cars got the electric window working again





New wheels deserve some decent tyres. Brett's gone hardcore with his choice of Michelin Pilot Sport Cup 2 rubber. Shame they only come in black!

support Norwich's arch-rival Ipswich, so the yellow/green colour combo was a no-go.

Blue? Too nutty, even for me... But in our early conversations Jonathan had suggested red: 'wouldn't that be eye-catching and different?' He'd seen a picture of a yellow 911 race car from the 1960s with red wheels and reckoned it would work on the Boxster. I had to think on it a while, but finally I agreed with him. Others – many others: pretty much all the others – concluded we'd both been out in the sun too long.

My wheel-fitting friend at Treadfirst wasn't likely to proffer an opinion to my face, but I'm sure I saw a 'the customer is always right' shrug out of the corner of my eye. But then he got both wheels on to one side of the car and stood back, grinned, nodded, grinned again and then said: 'I can't believe I'm saying this, but it looks really good.'

Then suddenly the whole team was crowded around the Boxster, also nodding and grinning and with the collective voice saying, 'Wouldn't have been my first choice, but that red works a treat.'

Me, I never had any doubts. And when the Boxster rolled out into the sunshine for the full new wheels effect, I let rip with every happy expletive you can think of.

With the Group 4s being an inch bigger

in diameter than the Boxster's original wheels – 18s rather than 17s – new tyres were also needed. I already had Michelin Pilot Sports on the car and they had served me admirably in all conditions, including right throughout the winter, so I had no hesitation in returning to the French firm, an OE Porsche supplier. This time I opted for Pilot Sport Cup 2s (225/40 ZR18 on the front, 265/35 ZR on the back), a more performance-focused tyre designed primarily for summer use and occasional trackdays. I hope my driving can do them justice, because although I'd researched them in advance, when they arrived and I got to see and touch them I got far more of a sense of how aggressive they are.

When I mentioned them on Facebook there were plenty of appreciative comments, and also a few advising caution in the wet, particularly over manhole covers. As yet I haven't had the chance to scrub them in, having driven only from the tyre centre to home at the time of writing, but I'm looking forward to exploring their potential and seeing what a difference they make to the car's performance and handling, though I think I'll get the suspension alignment checked over first: I'll let you know in future issues.

As an aside to the whole wheel/tyre

thing, one word: nuts. Two words, really: rusty nuts. Although they're actually bolts on a Boxster. Porsche wheel bolts are notoriously scabby items, and the new Group 4s deserved something better than my car's originals. A set of genuine Porsche replacements was on the cards until I discovered they were 170 quid. As luck would have it, Editor Bennett had a spare set from his 996, and after a bath in degreaser and the attentions of a rattle can of black Hammerite, the bolts were gleaming. For a while, at least...

Annoyingly, just prior to getting its fancy new wheels the Boxster decided that its passenger window should no longer move. Up or down. And the glass was sitting so high it was on the outside of its rubbers, just in time for the weather to turn from Mediterranean to monsoon. Vince at my local garage, Cleverley Repaired Cars, managed to squeeze me in for an emergency appointment to replace the electric window regulator, but fortunately not its motor, too. I continue to find it fascinating the ease with which the knowledgeable can rip your car apart, exposing its inner workings, then reconstruct it without having any parts left over. And having an electric window that now works as it's supposed to, is surprisingly satisfying. **PW**

## CONTACT

Group 4 Wheels  
group4wheels.com

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18in Group 4 wheels, really fill the arches. From the rear, you get a real idea of the deep dish effect





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## BACK FOR ANOTHER HELPING OF PIE

You will recall, perhaps, that back in the April 2018 edition I put together a how-to story (pages 84–87) about Suffolk-based PIE Performance's ingenious and essentially DIY kit to convert a basic rear-drive 964 to a fully solid-state engine management system. Ditching the rather old-fashioned and now increasingly troublesome moving-flap airflow meter, essentially, and replacing it with two simple sensors measuring both inlet-air temperature and manifold air pressure. Also discarded were the original Bosch ECU and the six fuel injectors. The former was replaced by one of Specialist Components' Typhoon ECUs, obviously mapped to suit; the latter by brand-new and updated items with a suitably higher flow rate, again made by Bosch.

The result, for a total cost of around £2750 for the kit alone (£3114 installed) is a claimed – and obviously highly appealing – 48bhp power boost, with an as yet unstated but plainly

commensurate rise in all-important torque. That's a mere £55 or so per additional horsepower, if you do the work yourself (which is about as easy and inexpensive as any worthwhile engine tuning gets these days), and effectively cost-neutral if, as is now so often the way with those airflow meters and fuel injectors, the originals need replacing anyway. All of those figures include VAT, by the way – and see opposite for an even more tempting introductory offer for 911 & Porsche World readers.

There was, however, one slight problem. Or rather two, actually. The car, a long-term project belonging to regular PIE customer Duncan Lang (of whom more in a moment), performed pretty well to start with, and so the conversion was both pre-emptive and also something of a favour to PIE by providing them with a suitable test 'mule'.

But fitting all of the new hardware immediately revealed that the original idle control valve was no longer

working properly, and while I experienced for myself on the day the significantly improved mid-range pull (push?), the engine was more or less impossible to keep running at lower revs. Couple that to virtually non-existent brakes, thanks to the partial seizure of the linkage from the pedal across to the left-hand side of the cabin (a common 964 malady, and here made worse by the car previously standing unused for a long time), and you had a recipe for potential disaster – and certainly for much frustration. We agreed that I would in due course return, when the problems had been sorted.

Fast forward, then, some six months, to mid-August, or just about the end of the heatwave most of us 'enjoyed' at some point this summer. (And strange to think that my first visit, in early February, was fully five or six weeks before the no less famous 'Beast from the East' brought the country to a near-standstill.) The sun is hot and strong, though, and

the Suffolk wheat fields a glowing, golden carpet for miles in every direction. Rural England – or what remains of it – at its very best. What better chance to take off the Targa top – no chance of that before – and see what this gracefully ageing but at the same time wonderfully characterful machine can do?

The short answer is: pretty much anything you might reasonably want it to. It is said that you can never have too much power, but for road use the now roughly 300bhp and broad torque spread are more than enough to make the old girl fly, with a delightful rasp from either the induction or the exhaust system – or maybe both; hard to tell. Who needs some peaky, turbocharged monster? Given this beauty, not me.

Sinuuous single-carriageway roads are the order of the day round here, and for miles at a time we are calmly but deceptively quickly cantering

along in either third gear or sometimes fourth, the muscular punch from behind propelling me satisfyingly quickly out of slower corners, or occasionally allowing me to overtake where that would otherwise be impossible. I can't back up that perception with any figures, but you just *know* when a car feels right – and I have every confidence that its higher-speed motorway response would – in the appropriate gear – be just as beguiling. It's a genuine mile-eater, this one.

No less appealing for real-world driving is the now smooth and docile low-speed tractability – you can trickle along at 30mph in fourth gear if you wish, and even accelerate from that state if you are feeling lazy – and it's hard to see how overall fuel consumption wouldn't be improved, too. Unless, of course, you drive as much on the throttle as this conversion will surely prompt you to.



Duncan Lang's 964 Targa is very much a work in progress, but it is structurally sound, and as the test 'mule' for PIE Performance's clever and effective ECU and solid-state induction system it is mechanically good, too. With the notable exception of the brakes, which despite some recent first aid to the linkage from the pedal across the cabin still require a worryingly hard shove to do anything useful. No mater, though: a chance for Horton to return once again for another how-to story on fixing this common problem



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If there remains one fly in the ointment it's those pesky brakes – or still the lack of them. They do work after a fashion – if not, I wouldn't have ventured out – but even some basic remedial work has failed fully to free up the linkage, and you need such a monumentally hard push on the pedal that you can never quite lose yourself in the performance, and cease to worry about slowing down

again. Fine by me, though. It means I get to go back to PIE again for another how-to story and, if I play my cards right, another even longer drive. As I said to proprietor Chris Lansbury – and I genuinely meant it – even as the car stands today I would have been more than happy to drive it home to Oxfordshire. And one day, perhaps, to take it back... There was one other

benefit to accrue from this visit. Quite by chance the car's owner, Duncan Lang, arrived shortly after me, for his own very first trip in it, and as the man ultimately paying the bill was plainly just as impressed. (It is obviously not his daily driver, or anything approaching it.) And that gave me the opportunity to quiz him about the smartly and distinctively tartan-trimmed seats the 964 is now proudly

sporting, thanks to the clearly talented team at his trimming company in Colchester, DSD Automotive Interiors.

As a result that firm, too, is going to be the source of a number of how-to stories for the magazine, I hope, and as the owner of also a 924S with the now all too common cracked fascia (a car that has been in this magazine at least once before; it's a small world), Duncan is naturally

keen to show how it might be retrimmed in leather or some other fabric. I was all ears, as the saying goes, and I am sure many other transaxle owners will be, too.

## CONTACT

PIE Performance  
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pieperformance.co.uk

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Back in February the lack of brakes during Horton's test-drive was compounded by a faulty idle control valve, which meant that the engine, now working on a completely different ECU and induction system wouldn't, well, idle. That has since been fixed, and the engine pulls strongly and smoothly from as low as 30mph in fourth gear. Seats – back in February the worn-out standard 964 jobs – have since been beautifully retrimmed in leather and tartan by Duncan Lang's company in Colchester – see panel above

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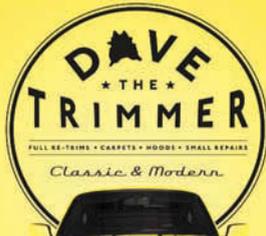
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## WHEN A CHANCE REALLY IS WORTH TAKING

As many of you will probably know by now, I am not at all keen on improvised fixes to any car, and least of all to a Porsche – especially when genuine brand-new spare parts are readily obtainable. Do it right, do it once, and all that. Sometimes, however, you simply have to make the best of the resources available to you at the time – particularly when it's a bill-paying customer calling the shots. And even more so when he and his car are booked on a ferry to France the following day, and the new components wouldn't be available until some time the following week.

My friends at Auto Umbau, Robin McKenzie and Terry Parker, told me recently about a rather unusual repair they'd had to carry out on a

1996-model Carrera 4. The owner, perhaps a little optimistically, brought it in the day before his holiday complaining of a rhythmic grinding sound from the vicinity of one of the rear wheels. Try as they might, though, they couldn't isolate it. Temporarily taking out the brake pads and spinning the wheel soon eliminated those or the disc as the culprits (quite often you can get a noise like that if a stone becomes trapped between the disc and the caliper or the backplate) and, although it then seemed to be coming from inside the hub, it didn't sound at all like a bearing.

But then eagle-eyed Robin spotted it. Looking more closely into the inner part of the hub assembly, where the constant-velocity joint passes

through it, he realised that the slotted ring upon which depends the ABS for its wheel-speed signals had been forced out of round by corrosion on the unprotected metal surface beneath it. The sound, unsurprisingly, was the single high point on the ring hitting the hapless sensor – and obviously wearing it away in the process. Oddly, though, the ABS light had not switched on – had it done so the diagnosis would surely have been a lot quicker.

But what to do about it? The sensor, assuming that the fixing screw came undone without breaking, would at £140 from Euro Car Parts be an easy replacement – if not exactly inexpensive. But plainly there was absolutely no point fitting a new one until

the cause of the problem had been fixed; it would soon be destroyed by the distorted ring. Unfortunately, however, you cannot buy the ring separately, but only as an integral part of a complete brand-new drive shaft. To you, sir, that will be around £650 plus VAT.

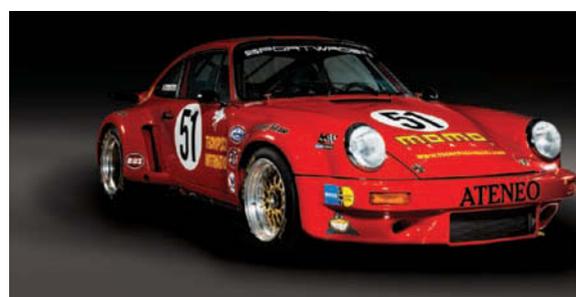
After a bit of thought and discussion, our heroes hatched a cunning plan. By carefully bead-blasting the outside of the CV joint (with any sensitive areas masked off with tape), they dispersed enough of the rust to be able to slide off the ring. Further blast-cleaning of both items removed all remaining traces of corrosion, and by heating to cherry-red and then rapidly quenching the ring alone they were able to shrink it back down to more or less its

correct internal diameter. It was still a little oversize, of course, and thus not quite a tight enough fit on the outside of the CV joint, but that was solved by securing it with an epoxy adhesive. A thin but still useful coat of paint, and it was (almost) as good as new.

But would it work? The short answer is yes. Perfectly. There is no guarantee for how long, and if it does later fail for any reason then the customer will probably have little choice but to buy a new shaft (or perhaps a good second-hand item, if one can be found). Either option brings with it the obvious financial risk of having to pay twice for the required labour, but if it saves the thick end of £800, even for a year or two, then I reckon that's a chance well worth taking. **PW**



The car enthusiast's constant enemy, corrosion, strikes at Porsches – which famously have rust-resistant, zinc-coated body shells, of course – in the oddest of ways. Here, rust on the body of the constant-velocity joint beneath the ABS ring on a 996 Carrera 4 had gradually forced the ring out of round. This had caused the high spot (arrowed) to hit and obviously wear away the sensor, mounted on the hub carrier (right). The 'factory' repair would have meant fitting a complete new drive-shaft – you cannot buy the ring separately – but at nearly £800 for the shaft, and a delivery date several days after the car was due on a ferry, that wasn't an option. Time for some 'desert engineering', then



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## BUYERS' GUIDE: PORSCHE 959

# 959: THE FUTURE NOW

Initially devised and homologated for Group B rallying, the Porsche 959 became a showcase for Porsche's technical ambitions and was by some some margin the most advanced car on sale, when launched in 1987. Values have ebbed and flowed, but the 959 is now much sought after. Here's our guide to buying one

**E**xperts warn us that investments can go down as well as up, and few classic cars have demonstrated this more clearly than the 959, Porsche's first road-going supercar, launched in 1987. Its new price was a not inconsiderable £145,000 (about £370,000 today), but that had underestimated the market for the 292 cars to be built, and as soon as deliveries began speculators were asking – and getting – £500,000 and more.

You saw their advertisements in *The Sunday Times* and *Autocar*, but the profiteering ended when the UK collector car market dramatically crashed in 1990 as

the economy entered recession. You could then almost not give a 959 away, and even a decade later in 959 features *911 & Porsche World* was estimating that the top value was around £95,000, comparable with a new 911 Turbo.

Now though, 959s are once again white hot property. In its Paris auction in February 2017 RM Sotheby's sold one of the rare Sport models for €1.96m (about £1.75m), and despite the cooling of classic values shifted a Komfort model for \$1.16m (£880,000) in Arizona in January 2018. Much of that price growth has occurred in the last five years.

Most are locked up in secure collections,

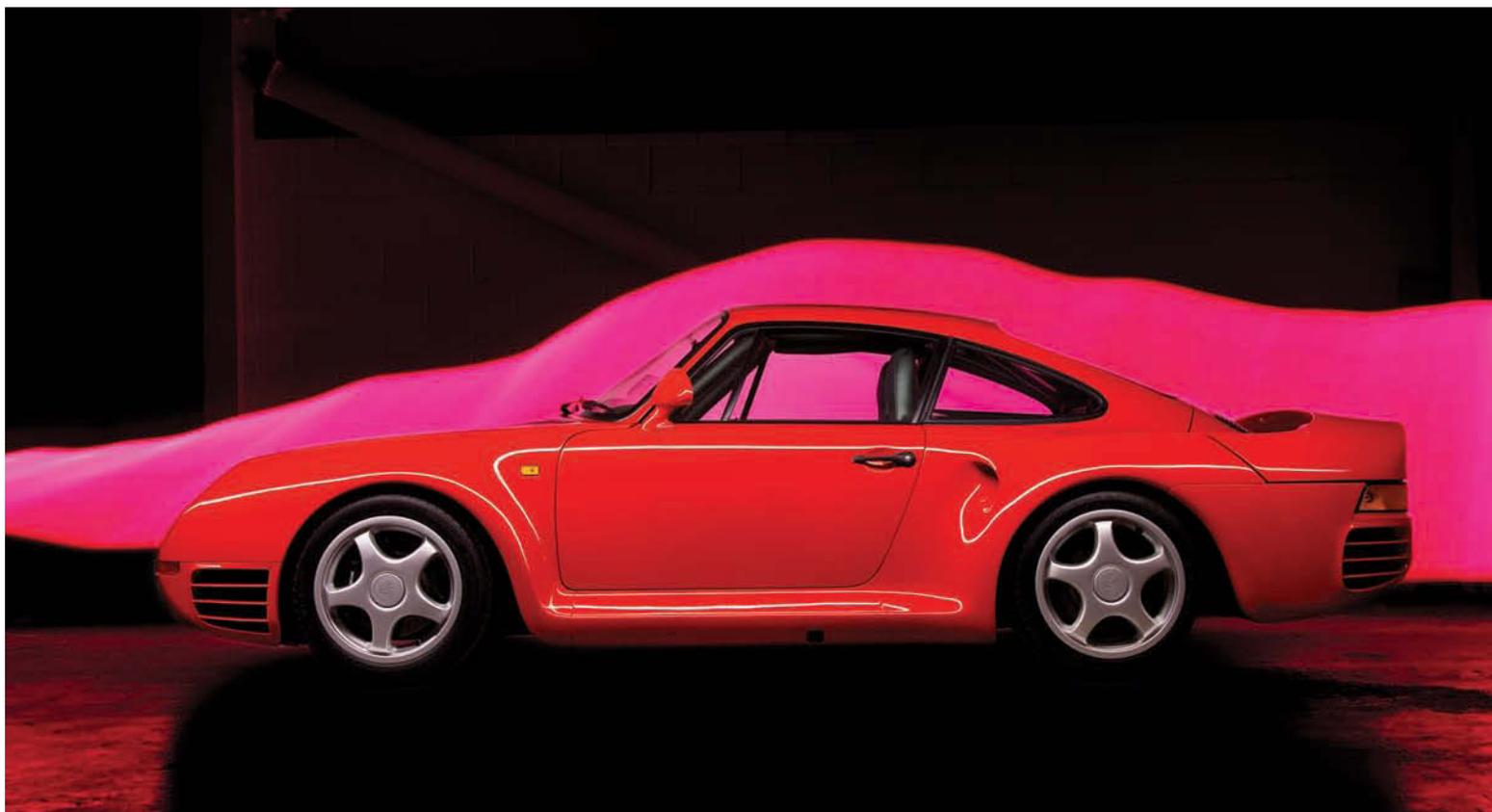
having covered minimal mileage and still in near new condition (although cars do deteriorate in these conditions unless properly maintained). So for investors, estate inheritors and anyone else with six figures of spare cash, here's what you need to know about this most charismatic Porsche.

### DESIGN, ENGINEERING

Porsche built the 959 to go rallying in, but it came to be a showcase for the company's engineering prowess rather than fulfilling its motorsport ambitions. Design work began in 1981 and the finished product appeared

The Porsche 959 was Porsche's most advanced car until at least the arrival of the gen 2 997 Turbo, some 22 years later





Styling – and the rear overhang in particular – might not be to everyone's taste, but the 959 certainly doesn't look dated, even today

six years later. It was based on the 911 platform, but almost every part of it was bespoke, making it easily the most technically sophisticated car among its Group B contemporaries. For homologation purposes Porsche had to make available a minimum of 200 road cars for sale, but of course the sudden axing of this extreme World Rally Champion class on safety grounds robbed it of purpose. Two hundred customers lodged their DM50,000 deposits.

Its 2.85-litre engine (a capacity to comply with motorsport regulations of the time) was based on that from Porsche's 956 endurance racer, and very different to the regular 3.2-litre 911 Carrera 3.2 unit. It featured twin, sequential turbochargers and water-cooled cylinder-heads with four valves. Five radiators cooled the oil, cylinder head water and the turbo air.

Output in road trim was 450bhp (almost double that of the Carrera 3.2), but an optional factory upgrade of larger turbos and remapped ECU saw that rise to 550bhp. Power was transmitted through a six-speed gearbox and permanent four-wheel drive transmission (to be used in simplified form in 1989's 964 911 Carrera 4).

The right-hand side of the steering-

column housed an extra stalk, taking the transmission through four modes: "Ice", "Wet Road", Dry Road" and "Traction", hence the driver could examine the road ahead, pick the setting and accelerate, comfortable in the knowledge that the most suitable front/rear torque split had been selected. And a dial to the far right of the instrument panel showed the percentage front/rear torque split currently deployed, and also the percentage locking of the rear differential.

Front and rear suspension were a double wishbone set-up, with dashboard adjustable damper firmness and ride height, while the brakes were from Porsche's motorsport parts bins (among the few components not specifically designed for the 959). Other examples of the exotic, cost-no-object nature of the car are the tyre pressure sensors built into the valve caps, and the unique, hollow-spoked, 17-inch alloy wheels, wearing 235/45 front and 255/40 rear tyres.

The 959's body was made in a combination of alloy (bonnet and doors), lightweight Aramid and Kevlar composites (wings, rear spoiler, engine cover and undertray), giving a 0.31 drag factor, slippery compared to the Carrera 3.2's 0.38.

But it was, and perhaps still is, a love-it-or-loathe-it shape. With faired in headlamps and full, smooth nose treatment, it can look stunning from the front three-quarter angle, but at the back it's harder to call the 959 a treat. The massive rear overhang, plus the huge engine cover give it a tail heavy appearance, the vast appendage seeming almost to be tacked on to the slender 911 body. That the words, 'Is it a kit car' were often uttered says a lot about the mix of styles.

Inside, the 959 is a different character. Without using the mirrors, you can't see any of the bulbous, mainly Kevlar add-ons from the driver's seat, and the initial impression is of sitting in an extremely well appointed, but normal Carrera 3.2. There are however detail differences, for example the clock gave way to what could be called the 4WD information centre, and was displaced to the centre console. Weirdly for a 1980s rear-engined Porsche, the far left dial includes a water temperature gauge, for the cylinder-heads. On the transmission tunnel, ahead of the gear lever, are positioned the switches for the variable damper stiffness and ride height.

The majority of 959s were finished in Komfort trim, including leather and air-conditioning, but a reported 29 came in Sport form, stripped of the a/c and sound system, and with cloth trim and a roll-cage. They also lacked the Komfort's driver-adjustable suspension, and were lighter.

All 959s were left-hand drive, an estimated dozen sold in the UK by Porsche Cars Great Britain. In the absence of a catalyst engine option the car was not offered in the US, but a buyer there, Bruce Canepa, engineered a suitable system enabling personally imported 959s (including, of course, the one belonging to Bill Gates) to be used there.

The 959 was built in 1987 and 1988, but

## SPECIFICATIONS

### Porsche 959

#### Engine

2847cc, 24-valve flat-six, twin turbo

#### Power

450bhp at 6500rpm

#### Torque

369lb ft at 5500rpm

#### Transmission

Six-speed manual, four-wheel drive, variable torque split

#### Suspension

Double wishbone, front and rear, variable damper stiffness

#### Wheels, tyres

Front 8Jx17-inch, rear 9Jx17-inch

#### Tyres

Front 235/45 VR17, rear 255/40 VR17

#### Weight

1650kg

#### 0-62mph

3.7sec

#### Max speed

197mph

#### Number built

292

## WHAT YOU'LL PAY

**£700,000–£800,000:** Komfort model, average condition, 30,000–50,000 miles

**£800,000–£900,000:** Komfort with under 20,000 miles

**£900,000–£1.1m:** Rare Clubsport model, in pristine condition

in 1992 and 1993 Porsche built eight more from leftover parts. These were all Komfort models, four in red and four in silver, and with evolved suspension including a speed sensitive damper adjustment system.

## PRICES, AVAILABILITY

The 959 market is global, and at any one time you might see half a dozen for sale, most labelled “Price on application”.

However, it seems that the going rate in the UK is £800,000 to £900,000 for “average” examples, but when pristine cars from collections come up for sale, invariably at international auctions, they can fetch well into seven figures.

Looking back at what international auctioneer RM Sotheby's has sold over the years shows how the 959 has re-emerged as a top collectable. In 2006 at Amelia Island in Florida it sold a Komfort for \$286,000 (£150,500, based on a then extraordinary £1.90 per dollar exchange!), and in 2010 a 25,800km (16,125 miles) car in Monaco for €210,000 (then £141,900). August of the same year saw a 1900-mile example go for \$412,500 (£257,800) at Monterey in California.

In September 2012 in London a 959 with just 651km made just £308,000, but in

2013 two cars in the US fetched \$770,000 (£513,300) and \$737,000 (£491,000).

Arizona in 2015 saw RM's first million dollar 959 (£700,000), a 21,600km (13,500 miles) car, and that's now a guide price for 959s.

In early August 2018 Coys offered a 22,000km (13,750 miles) 959 with an €800,000–€900,000 (£713,600–£802,800) estimate, which did not sell on the day but in a post-auction deal moved at around €850,000.

## OWNERSHIP

Clearly, this is not one of our usual Buyers' Guides, because most if not all cars are either in collections or effectively on display. None will have covered sufficient mileage for there to be significant mechanical or body deterioration, and any problems that do occur will be because of long periods of being unused. For example the battery, under the carpet trim in the front boot compartment and not readily accessible, is likely to be in a poor state by now, and hydraulic pipes may leak. Many of the engine components are bespoke and unique to the 959 and therefore now unavailable; indeed it's reckoned that it cost Porsche more to develop the 959 than was recouped in sales revenue, but that of

## WHAT THE PRESS SAID

‘Suddenly an interruption behind your right shoulder interrupts the muted engine note, and the 959 charges violently forward. That second turbo comes in like an afterburner, and your back, nestling comfortably in the seat, is suddenly gripped by the backrest. The whole beast springs into life like some frenzied animal surging forward with irresistible urgency.’

**Car, Porsche 959 first drive, September 1987**

‘Since his appointment in 1981 chief executive Peter Schutz has given sales and marketing a greater role in decision making, hence the policy of producing the 959 with an engine capable of running on lead-free fuel, and capable of ultra high performance with catalytic equipment installed (this policy, in fact, adding at least a year to the development time). It may be that the 959 is the last, in the foreseeable future, to be an engineering showcase, crammed full of goodies that will permeate the range in years to come.’

**Motor Sport, June 1988**

course is often the way with exotic, low volume sports cars.

The 959, despite its complexity, is a car that Porsche Centres could work on, provided they still have technicians with experience of it – but Porsche Cars Great Britain forbids it, insisting that, as is the case with its two other 21st century supercars, the Carrera GT and 918 Spyder, PCs refer all 959s to the dealership within Porsche's Reading headquarters. ‘We could inspect it up on the ramp and we could work on it no problem, but it has to go to Porsche, that's a contractual thing,’

Perhaps the 959's weirdest angle. Looks huge with its integral, hoop wing, but a modern 991 Turbo would dwarf it!



Engine is a 2.8-litre, twin turbo, with water-cooled heads, putting out 450bhp. As you can see, this is one of the ultra rare Sport models, with cloth trim and roll cage etc. Hollow spoke, magnesium wheels, featured tyre pressure monitors



one PC service technician told us.

A handful of independent Porsche specialists will have the knowledge and experience to maintain 959s. For example Charles Ivey in Surbiton in Surrey says it look after several of them for customers, and indeed owns one, a car the business bought new in 1988 with the intention of racing it (though never did).

### CANEPA: 959 SPECIALIST

Due to its rarity and the infrequent use of most examples, there is only limited 959 expertise in any country. Hence all owners, particularly these in northern California, should be aware of the name Canepa, which can justifiably claim to be the world's leading 959 specialist.

Before establishing his present company in 1993, founder Bruce Canepa had raced Porsches both as a driver and team owner, and in 1988 purchased a 959. With the model not "federalised" and therefore not legally driveable in the US, he set about developing his own catalyst system to enable the engine to comply with US emissions standards.

His company, Canepa, in northern California, is now unquestionably the most knowledgeable 959 specialist anywhere, and the "Canepa 959" it now offers is updated and modified in almost almost every

respect. Beside the addition of a catalyst, the car's engine was tuned to "gen 1" spec 15 years ago, to produce 569bhp, a 26 per cent increase over the standard output, and subsequently increased to 631bhp. Now in "gen 3" form, with new Borg-Warner turbos, integrated wastegates, and titanium heat shields, blueprinted exhaust valve springs, high output ignition and many more modifications, the four-wheel-drive supercar can boast 752bhp and 468lb ft. A coilover suspension pack is offered, as is a wheel upgrade to allow the most modern tyres to be used, and headlamps suitable for a modern supercar can be installed. There's also an interior re-trim service.

Canepa also periodically sells 959s, and is presently offering the 125th car produced (price on application), in red with a black interior, imported to the US in 1999 and its engine upgraded in power and emissions in 1993. It also features the "959S" suspension upgrade. Canepa is based in Scotts Valley, in the Santa Cruz mountains near San Jose.

### VERDICT

The 959 is an extraordinary sports car, not just for the then unprecedented level of technology that Porsche developed for it in the early 1980s, but because of the way it has been perceived since then. At first there was a stampede, then the

market fell out of love with it, leaving it out in the wilderness for probably two decades, after which it became one of the most coveted Porsche road cars, perhaps even challenging the super iconic 911 2.7RS on value.

For most of us, the 959 would be worth more than our house, perhaps twice as much, hence it is another Porsche mostly condemned to vaulted collections (the example Porsche brought to 2018's Goodwood Festival of Speed provided a rare viewing opportunity), and it seems highly likely that in the long term values will rise significantly, further persuading owners not to bring them out to play. But if you have got a spare £800,000, buying a 959 just to look at would still be money well spent, such is its wondrous nature. **PW**

### SPOTTED FOR SALE

1988 Porsche 959 Komfort, silver, burgundy leather, 21,165km (13,230 miles), originally registered in Spain. £885,000, Australia [gosfordclassiccarmuseum.com.au](http://gosfordclassiccarmuseum.com.au)

1987 Porsche 959 Komfort, red, black cloth/leather, 50,186 miles, recent Porsche Cars GB service, £795,000, London [sportsclassicslondon.com](http://sportsclassicslondon.com)

1987 Porsche 959 Komfort, silver, black leather, 22,850km (14,300 miles), German market spec, €1,190,000 (£1,061,500) [semcocars.com](http://semcocars.com)

### USEFUL CONTACTS

**Canepa**  
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£85,000 P1018/028

911



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993 Carrera 4S

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911



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£31,995 P1018/027



911 993 Carrera 4 convertible

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£47,995 P1018/039

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**Porsches bought & sold**

**DEALER TALK:**

# TJS GERMAN SPORTS CARS

On selling his fashion business in 1996 Thomas Schmitz bought a 964 911 RS, which led to him establishing himself in Nord Rhein Westfalen in north west Germany as a specialist in “lightweight” Porsches. Nonetheless he recommends you buy the Porsche you love, not the one you hope will appreciate most



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

Since 1996 as a proper, full-time business selling Porsches (after I sold my fashion distribution company), but as a Porsche driver and hobby trader since 1992.

**What Porsches do you specialise in?**

Basically very high quality cars from the low production, special air-cooled series like the RS, RSR, Turbo 3.6, Turbo S lightweight and GT2. But recently we have also been offering special water-cooled models like the 996 and 997 GT3 and GT2.

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

The cheapest is a great 1997 993 Carrera S in manual form and with 95,700km (59,800 miles), built to order for a Porsche factory manager in a special paint colour/interior combination (black metallic over cognac brown). It's priced at €99,000 (about £88,000). Our most expensive is one of only 21 993 GT2 Evo road cars from 1998, in glacier white (only two were made in this colour) and with 20,700km (12,900 miles). We're asking €1.55m (£1.38m).

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

A very difficult question, and for us almost impossible to answer.

From my point of view it needs to be an air-cooled model for an owner to understand and feel what Porsche really is about. A 911 Carrera 3.2 from the 1980s is bullet-proof and not too expensive, so I would recommend that, even although there are more exotic and exciting models out there – you should come to these later in your Porsche career.

**Where do you get your stock from?**

As a result of hard work searching the market exhaustively, from old customers, via recommendation from customers, and collectors and friends.

**What warranty do you give?**

None! We sell seriously good cars which are totally checked over and serviced at Porsche before they leave for the new owner. If something happens afterwards I don't run away or find silly excuses – I sort it out! That's our kind of warranty.

**What's ‘hot’ at the moment?**

Very high quality, low-mileage cars for collectors, and on the other side, racing cars with race history.

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

From my point of view it is what your heart tells you and what you really want, as you can never lose that way. Even if the car's market value goes down you will still have enjoyment

and fun in your Porsche life. That is the most important thing and can't be bought by the dollar, pound sterling or euro.

**Name cars you recently sold that you would happily have kept for yourself**

Almost every 964 RS, 993 RS or 964 Turbo S and 993 GT2 I've sold in the last two to three years, but especially a pale yellow 993 GT2 and a white 964 RSR 3.8 as well as a mint green 964 RS 3.8 Clubsport.

**What car do you drive everyday?**

Honestly? A new Range Rover 4.4 diesel. Porsches are fun and hobby cars for me.

**What are your plans for the future?**

That very much depends on what my son Robin and my daughter Elena want to do. If one of them want to continue my business and run it, I will stand by their side to help and work with them. Otherwise I may sell the business in a couple of years' time and try to stay healthy, enjoy life and drive air-cooled Porsches!

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**HELPING YOU BUY YOUR PORSCHE**

**GIVE AUCTIONS A GO!**

These days car auctions want private buyers, to boost business and also because they are likely to pay 10 to 20 per cent more than traders, hence increasingly sales are held at the weekend. But are you worried that you'll come home from an auction with a heap of trouble?

With some common sense you needn't be, because auctions are far more user-friendly than before. Buyers have solid legal rights that require a car to be of merchantable quality, or at least honestly described. And you may even find that a local auction will give you buying advice – Historics at Brooklands, which holds its sales on a Saturday at the Brookland Museum next to Mercedes-Benz World in Surrey, even runs informal seminars for auction ‘virgins’. These explain reserves, estimates, buying and selling costs, and the best way to bid. Armed with all this, you should get a good buy – just don't waver to anyone in the auction hall, as that could be expensive.



**HELPING YOU RUN YOUR PORSCHE**

**MAINTAIN AIR CONDITIONING PROPERLY**

If your Porsche has air-conditioning (and it works properly) you'll have been glad of it in the last few weeks. But once the cooler weather returns don't simply switch it off and forget about it until the next heat wave, as that's the best way to store up trouble. Seals dry out and contract when the system's off for a prolonged period, and may leak when it's switched back on.

And if your system isn't working, take the car to an air-con specialist rather than somewhere offering just a re-gas. An expert will tell you if it is in fact just a re-gas that is needed, or if something is wrong. Air-con can be expensive to fix – 911 twin condensers come in at around £850 fitted – but a specialist will tell you if the problem is a lesser one, such as these condensers, which are vulnerably placed low down in the car's nose, being blocked up with road dirt.



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### 1975 911 2.7 Targa SC, restoration project

On carburettors for restoration, has been dry stored for 8 yrs, V5 present and with only 58,000 miles on the clock, engine turns over on the key but will need attention and work. Will require full body restoration as well as leather seats need looking at, the Targa top will need recovering inside and out. Silver in colour, unfortunately there is no other paperwork or service history, hence the low price. Tel: 07780 663312 or 07488 374108. Email: richrichardwheeler@gmail.com (Essex).  
**£14,000** P1018/012

### 911 Carrera Sport Convertible

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## 911



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**£54,995** P1018/017



**996 3.4 2001(Y)**  
Lovely rare (for a 3.4) Seal Grey metallic, full history and just had MAJOR service inc brake fluid in July 2018, MOT until May 2019 (no advisories), 92K miles but is in use so will increase. Full black leather interior with Alcantara headlining, MO30 suspension in 2017, Dansk stainless exhaust, Michelin PS2s, FSH with documentaion, I am happy to discuss all aspects of the car. Tel: 07896 749657. Email: graeme.curry@outlook.com (Stockton on Tees).  
**£16,000** P1018/004

### 911 (993) Carrera

1995, automatic with Tiptronic and sequential, owner from Dec 2010. Tel: +34 669 511850. Email: tomashernan@icloud.com (Madrid, Spain).  
**£57,000** P1018/029

## 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).  
P1018/040

## 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** P1018/030

## OTHER MARQUES



### VW Corrado 2.9 VR6

1995, 159,000 miles. Spec includes: BMC induction kit, Milltek exhaust, Weitec coilovers, Momo steering wheel and recently refurbished 16-in Vento Cup Speedline wheels. Full MOT and service history with extensive paperwork. This car has been meticulously looked after and comes with many original spares. Tel: 07463 796312 (Surrey).  
**£5750** P1018/026

## REGISTRATIONS

### BX04TER

**Registration for sale**  
'BX04TER' registration for sale, suit any Porsche Boxster, plate is on retention. Tel: 07483 267015. Email: markfreem1@btinternet.com.  
**£1200** P1018/019

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**Offers** P1018/038

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EMAIL: erha300@aol.com

## REGISTRATIONS

### NLG 991T

**Registration 'NLG 991T' for sale**  
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**£850** P1018/036

### P718 BOX

**'P718 BOX' Porsche 718 Boxster plate**  
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**£3995 ono** P1018/037



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**£9110** P1018/005

AUCTION/SHOWROOM/CLASSIFIED

# MARKET WATCH

For a long time the “cheap 911” did not exist, due to soaring values of the air-cooled models. But now, with numerous early 996s on the market, the affordable rear-engine sports car is making a reappearance, David Sutherland reports



Brooke Car Sales, 2000 Carrera Cab manual, 160K miles. At £7995, the cheapest dealer 996 we could find

Welcome back the four-figure Porsche 911! It's been probably 15 years since you could buy Zuffenhausen's rear-engined legend for under £10,000, but now in the UK the likes of Auto Trader and eBay are beginning to creak under the strain of them, while Craigslist in the US has plenty, too. And bear in mind that £10,000 back then equals around £14,000 now.

Opening the October 2003 issue of *911 & Porsche World* reveals that no one was predicting the current frenzy over any air-cooled 911. We find a 150,000-mile, 1981 911SC coupe with a rebuilt engine offered at £8750, a 1972 911T at £7950 and even a 911S at £4750, due to rust on the wings, doors and sunroof. The 996-series 911, then in its last year of production, would cost at least £35,000 – but of course it's this very model that is now the budget priced 911.

For a while now Porsche has been treating 996s as classics, and has begun re-supplying some discontinued

parts, and Porsche specialists understandably try to talk the cars up. For example D&G Porsche in Tyne and Wear was asking £28,500 for a 24,900-mile, 2003 Carrera 4, a price almost intruding into the lower end of the 996 Turbo market. However, the firm's Dean McPhee openly concedes that higher mileage 996s in less than special condition are struggling to find buyers, hence prices are sliding. 'Frankly the whole Porsche market is stagnant at the moment, I think it has burst its bubble,' he tells us.

On budget, £10,000 996s he has this to say: 'There are two sorts of cars. The first has been owned for a lot of years by one owner and has been looked after. The second has had lots of owners and has been taken to various specialists and told it needs this or that done, at which point the owner has sold it on.'

And of course, the bore scoring and IMS issues that afflict many 996 engines (and

early Boxster units, too) are well known. 'You buy a 996 for £10,000, you need to be prepared to spend another £5000 on it,' says Dean.

Health warning out of the way, what is £10,000, or slight more or slightly less, going to buy you? The cheapest we saw was the presentable looking dark blue 2000 Carrera Cabriolet at Brooke Car Sales near Basildon in Essex, the 160,000-mile manual stickered at £7995. 'It's clean and tidy and absolutely fine,' said proprietor Stuart Brooke. 'People ask if it's had the bearing done – it has its service history but it doesn't mention that.'

We get the strong feeling that coupes, especially with manual rather than Tiptronic S transmission, are more sought after than cabriolets, and among the cheapies advertised, £9995 was the lowest price we could find, this for a 2001 manual Carrera with 134,100 miles and offered in a private Auto Trader entry in London. Probably the most desired

regular 996 variant is the Carrera 4S, a Turbo lookalike introduced at the 996's 2001 facelift and using the larger, 3.6-litre engine; this is unlikely to be a £10,000 Porsche, the cheapest on sale a 2002 Tiptronic S with 130,000 miles for £14,000 at Martyn's Car Sales in Chertsey, Surrey.

While 996s generally appear on the mainstream selling platforms, they are increasingly being entered into classic car auctions, and prospective buyers attending Anglia Car Auctions' mid-June sale in King's Lynn in Norfolk could pick from three cabriolets. The cheapest, an automatic 1998 Carrera showing 98,000 miles and coming with a factory hardtop and some service history including a bill in 2015 for almost £5000, made £10,176 including buyer's premium.

At £10,812, a bidder took home a 2002 Carrera 4 manual with a recorded 72,400 miles and which had been stored for six years, while £11,600 secured a seven-owner Carrera Tiptronic

S, also with a hardtop and service history. The July sale at Historics at Brooklands saw a 996 Carrera 2 Tiptronic S Cabriolet change hands at £14,500 (just over its lower estimate), this higher than normal 996 auction price no doubt reflecting the low, 69,500 miles and one-owner status.

While scanning asked and paid auction prices, we couldn't help but notice that some air-cooled 911s did not go as high as might have been expected, and indeed that sometimes they can still be bought for "normal" money – provided the new owner is prepared for some elbow grease. A 1976 911 2.7 Targa with quite a good number, 9962 DD (but without a V5C document), sold for just £13,780. The catch was that the 911, showing only 99,425 miles, was believed to have been off the road since the late 1980s and looked it, both inside and out.

Given the near deity status of the 993 we were at first surprised to note that a 1994 Carrera Tiptronic S with 116,000 miles could muster only £22,640 (nearly £2400 below its estimate) at Historics, but as we read on the reason emerged – its insurance repair status. 'If the car had not been subject to a "Cat C" repair around 2002 it would be estimated 30 to 40 per cent higher,' the auctioneer noted.

It seems that across the 911 market there's been a respite in price inflation. So that 911, be it a cheap 996 and or an air-cooled Carrera 3.2 or 993, could be a more realistic prospect than you dared hope. **PW**



Anglia Car Auctions, 911 2.7, £13,780



Martyn's Car Sales, 2002 C4S, 130K miles. £14,000



Anglia Car Auctions, 1998 996 Tip Cab, £10,176



Historics 996 Cabriolet, £14,500



Anglia Car Auctions, 2001 996 Tip Cab, £11,600

# CLASSIFIEDS

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#### 'LES 190' registration for sale

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### JJI 9115

#### Registration for sale

'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com. P1018/009

### JAZ 911

#### 'JAZ 911'

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#### Cherished number plate 'R911 TUR'

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## REGISTRATIONS



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## PARTS



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## PARTS

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# TRIED & TESTED

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

911 CARRERA 996 CABRIOLET MANUAL 2000 'X' 44,580 MILES £16,500



Critics of Porsche's new water cooled cars 20 years ago would have you believe the 986/996 was such a retrograde step that it would never last like its air-cooled predecessor. But time has confounded the naysayers: this column has found any number of presentable 996s and Boxsters all approaching their twentieth birthday still offering entertaining Porsche motoring without the need of vast restorative expenditure.

This 996 Cabrio in Zenith metallic blue with Savannah beige leather interior (amounting to a £4000 option with matching three-spoke leather steering wheel) is a case in point. It is no show car: verdigris on the hood suggests a life largely outdoors, but the body exhibits no damage or signs of any repainting and would respond well to polishing while a scrub would do wonders for the hood which does though need some minor repairs. The much reviled cabin presents a similar picture: the slight grubbiness of the contact surfaces would not resist a clean, the carpets still look fresh and the leather upholstery has lasted particularly well – the rear compartment is quite unmarked. The switchgear of the sometimes frail fascia is also unworn and the entire appearance of this 996 suggests relatively little use over its seventeen year existence. Indeed, the mileage indicated is a mere 44,800. The log book shows five owners, the last, in Richmond, since 2009. There is

no service history, but an MOT check reveals that the mileage in 2006 was 32,000 and follows the usual pattern of greatest use in the early years. The most recent MOT certificate at 44,581 miles had no advisories.

Although the Cabrio often has an easier life than the coupé, this undocumented example remains a classic instance of caveat emptor: visually the car is promising from its original-looking paintwork to the slightly fussy split-rim 18 inch wheels, another £1500 option, which exhibit kerbing, but no signs of corrosion. Tyres are Pirellis all round, newish on the front, half worn at the rear, and the brake discs appear to have plenty of life. Aftermarket tailpipes together with a fruity exhaust note suggest a non standard pipe, but this was almost obligatory on the early 996s which Porsche had over-silenced. In the cabin, the cigarette lighter is missing and the ignition barrel is rather hit and miss (the seller will replace this and reactivate the remote central locking which does not respond to the key). The ambient air issued by the a/c suggests at least a regassing (and probably an overhaul) will be needed.

Underway, this 996 Cabrio immediately feels taut and responsive. The engine pulls enthusiastically to 7000rpm yet will trickle along at 1400rpm in top. This six-speed shows why the manual 'box is sought after on these 996s: much the same G50 set-up as the 993, here it is lighter and a real a joy to use, the ratios

## CHECKLIST

### BACKGROUND

In 1988 Heinz Branitzki, CEO of Porsche at perhaps the lowest point in its history, famously hailed the new 964 as the 'Porsche for the next 25 years.' He was wide of the mark: it would take two more generations until Zuffenhausen had a 911 for the twenty-first century and that water cooled model shared not a nut or bolt with its predecessors. What it did share, controversially, was a platform, cabin and front bodywork with the Boxster. Economies of scale and modern design brought renewed profitability and in seven years 996 sales would far exceed 964 and 993 combined.

### WHERE IS IT?

Martyn's Car Sales is just outside Chertsey on the A320 Woking road. Martyn Neville has been selling cars for thirty years and stocks about 100 vehicles, many sub £12,000. "I tend to buy the kinds of car I would run myself, rather than just diesel Focuses." His stock is pretty eclectic with older BMWs, Mercedes and SUVs and includes several Porsches from a restoration-project 944 to a 996 Turbo. "I've always run Porsches and I picked this manual 996 Cabrio because it was so nice to drive and felt so composed." [martyncarsales.co.uk](http://martyncarsales.co.uk) 01932 283856/07768 017781

### FOR

Rare manual Cabrio which has also retained its hardtop; low miles, strong engine, mechanicals

### AGAINST

Service history; minor repairs to hood required

### VERDICT

Impressive manual 911 which remains a pleasure to drive

### VALUE AT A GLANCE

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

well chosen. The clutch, biting mid point, has just the right amount of heft and the brakes the usual Porsche authority. This is an irresistible driver's car, cornering assuredly with no creaks, groans or any suggestions of wear in the suspension. The hood works smoothly and fits correctly with no excess wind noise at 70mph. Post test, the 3.4, impressively clean and dry under its hood, emitted no untoward coolant smells. The original hardtop is included: for a buyer who knows Porsches, this is a very tempting entry level 911. **PW**



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**£29.99** P1018/001

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**£65** P1018/032

## PARTS



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**£695** P1018/025

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**£550** P1018/033

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**Outdoor cover for 997 Carrera 2S Gen2**  
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P1018/022

## WANTED



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P1018/050



## WANTED

**Wanted all Porsche models pre 2005!**  
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# TRIED & TESTED

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

PORSCHE 911E 2.2 SPORTOMATIC 1969 'G' 22,725 MILES £109,995



**T**his white, narrow bumper 911 was a US car, but seemingly has little documented history until about 2001 when it was imported to Great Britain.

To judge from the sheaf of invoices for spares and engine parts over the next ten years, the buyer's intention, largely unfulfilled, was to restore the car; in 2016, on behalf of a second UK owner, Strasse in Leeds rebuilt the engine and transmission. The following year Adam Hawley who runs Theon Design acquired the 2.2E and undertook a full bare shell restoration. He established that this was an original 'matching numbers' 911, obtained a Certificate of Authenticity and in rejuvenating the 2.2 he was punctilious about maintaining this originality so, for example, the car is resprayed in the factory light ivory and the cabin retrimmed in black leatherette. During the restoration, no new metal was apparently required except for a door hinge plate. The refurbishment extends to the dashboard and, with new charcoal grey tufted carpet, the interior feels almost like a new car. The original fixed seat belts have been steam cleaned and reinstalled; both boot and engine compartment are spotless.

The 2.2 fires up with impressive smoothness. Then, for those unfamiliar with the Sportomatic, there is momentary indecision about what to do next in the absence of a clutch, just a wider brake pedal, and a gear knob with mysterious L and D markings. Your

correspondent recalled Hans Stuck's remark when Bott told him he was to race the experimental 962 with PDK: "This I will not like." Happily, here the opposite occurs: the Sportomatic proves surprisingly intuitive: changing gear merely involves lifting the throttle foot to stop the engine over revving and moving the light, pleasantly mechanical gearlever from D (L is simply for parking manoeuvres) to D2 as in changing from second to third. D apparently runs up to 75mph before maximum revs are reached, D2 about 100mph, and top speed is obtained, logically, in D3. After half a dozen 'clutchless' shifts the driver's confidence is such that he or she can start to enjoy the rest of what this nicely renewed 2.2E has to offer, which that wonderful immediacy and connection with the road a properly set-up vintage 911 does so well. Visibility in all directions is so much better than in modern cars, yet the precision of the steering, authority of the brakes all imbue a sense of control which is far from vintage. The transmission does not encourage 'on the door handles' cornering, but neither is it an autobox: its manipulations do call for thought and add to the intense satisfaction of conducting this classic, preferably away from the main highways. The ancient static seatbelts could usefully be replaced (still with statics) and a door pillar hook to stow them tidily, otherwise this very likeable Sportomatic 2.2 is one collector's 911 you really would want to climb into and drive as often as possible. **PW**

## CHECKLIST

### BACKGROUND

In the mid 1960s Porsche's development work on an auto box for VW prompted renewed interest in a clutchless transmission for the 911. Ferry was against a full automatic, not part of the pure sports car image, and in any case transaxles for automatics were undeveloped. Porsche's route was a clutchless manual which used a hydraulic torque converter replacing the conventional flywheel and mated to a four speed 901 gearbox. NSU's Ro80 had a similar transmission. On the 911 the torque converter used oil from the engine supply and the converter allowed the motor to idle without stalling while a clutch operated by a vacuum servo intervened only to break the drive. As it did not have to absorb the power and heat generated by taking up drive, a task undertaken by the torque converter, a special, lighter 7.5 inch clutchplate was fitted. Inside there was no third pedal and the gearlever activated a switch which disengaged the clutch enabling shifting without engagement of the driver's left foot. The multiplication effect of the torque converter effectively lengthened the 'range' of each gear, so four forward speeds more than sufficed.

The Sportomatic was greeted sceptically by the US auto press, but the Europeans were impressed, generally finding that speed of gearshifting almost made up for torque converter losses in acceleration. Porsche would sell more Sportos in Europe than it predicted and the Sportomatic remained an option to the end of the 3.0 Carrera in 1977, by which time it had been reworked as a three-speed for the greater torque of the bigger engine. According to some accounts, Sportomatic transmission could still be ordered until 1980.

### WHERE IS IT?

Phil Raby Porsche is at Southbourne, off the A27 between Portsmouth and Chichester.  
[philraby.co.uk](http://philraby.co.uk) 01243 780389

### FOR

Very rare model, comprehensive rebuild, eminently usable

### AGAINST

An expensive curiosity; may not suit all tastes

### VERDICT

For the serious collector, a superior Sportomatic might take years to find. Enjoy this one now!

### VALUE AT A GLANCE

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



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## TIME MACHINE

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

### OCTOBER 2011 (ISSUE 211)

**A** packed front cover for this, the October 2011 issue, although a clear leading story in the form of 'Rising stars.' The premise was simple, if slightly risky, as we dusted off the *911&PW* crystal ball to predict future market trends and which 911s would be the next big thing. In other words, Porsches that were still affordable! And credit, where credit is due, I think we were pretty much spot on, with our five cars, which were, in no particular order: 911 2.0 SWB, 911SC, 930 Turbo, 964 C2/C4 and 996 GT3. True, some have performed better than others. The 996 GT3, for example, still seems to be languishing inexplicably, but it's still a good £20k up on its 2011 values, while the notion that the 911S 2.0 SWB car that we drove was on the market at £26,000 is crazy in today's market. We noted that 'SCs have hovered around the £10,000 mark for a long time, but very good ones are now £15k+' while the meat of the 930 Turbo market was £20-£40,000 and 'extraordinary value.' And as for 964s? Well, £15,000 was still realistic for a half decent car and really good C2 manuals breaching £20k. This little lot truly were the last of the affordable 911s and if you bought into the market at this point, then you did well.

Also on the front cover was the new 991 model 911 in all its glory, which would be in UK showrooms for Christmas. I know, it still seems like a new car doesn't it, but remember, in the 991's lifetime it's gone from a normally aspired 911 to pretty much full turbo across the range, and launched ever quicker and wilder versions of the GT models. And, as noted in the news pages of this issue, it continues to sell in ever greater



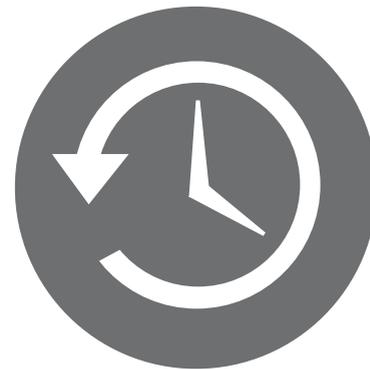
numbers. The 992 is just around the corner. Indeed, some very special journalists and 'influencers' have already driven it and we'll bring you the full story just as soon as the embargo is lifted, or someone leaks it on to the interweb of truth.

In the meantime, turn to the October 2011 classifieds and bag yourself a 964 C2 for £12,000.

### OCTOBER 2006 (ISSUE 151)

**O**ctober 2006? Doesn't seem like that long ago really does it, but it's getting on for two model cycles in the world of the 911, for example. And talking of which, we were putting the newly launched 997 Turbo through its paces for a UK first drive, with current Dep Ed, Brett Fraser, at the wheel. He somehow managed to get himself out to Watkins Glen in the good old US of A, to drive it there, too.

Sticking with new things, the then new base Cayman 2.7 starred on the front cover. Other mags had given Porsche a bit of a kicking for pricing the Cayman over the Boxster at £36,000, a premium of £3500, with a leading monthly declaring: 'Don't buy this car.' We were slightly less emphatic, urging buyers to perhaps 'think carefully' when doing the sums, but then viewed against a Cayman S, which was £8k more, then perhaps it wasn't too pricey. Of course, with the arrival of the 718 Boxster and Cayman, Porsche has flipped the two and the Cayman is the de facto entry level Porsche, so perhaps there was an element of cynicism in the model range and pricing back then. Whatever, a 2.7 Boxster 987 is a bloomin' bargain right now.



### OCTOBER 2000 (ISSUE 79)

**I**t's hard not to run into interesting parallels in the space/time continuum that is *Time machine*. Flicking through the pages of this October 2000 issue, its editor, Chris Horton, putting the then new 996 Turbo through its UK paces some six years prior to Brett Fraser opposite in the 997 Turbo, with both cars wearing the enduring 911 HUL number plate. 'Simply the best,' Chris called it. Hard to argue really, and certainly the 996 Turbo was a game changer in terms of perception of what a 911 could ultimately be. Chris also came down firmly on the side of the Tiptronic, too, as the transmission of choice, something most 996 Turbo buyers of the day seemed to agree with.

Clearly Chris had managed to get his 996 Turbo drive in the bag before angry truckers managed to blockade the UK's major oil refineries in early September 2000, bringing the country to a grinding halt. Remember that? Quite rightly, we made comment on the whole affair, prompted by spiralling fuel prices as petrol hit 80p a litre.

It's almost a cheap shot to look back at the classifieds and the *Tried & tested* slot (still going strong, 18 years on) in the back of the mag, but it's hard to resist, particularly when there's a 2.7 Carrera RS getting a bit of a tyre kicking. The car in question was at RS gurus, Autofarm. An RS Touring it was up for £37,995. A bargain now but pricey compared to the 924 Carrera GT in the classifieds at £8750!



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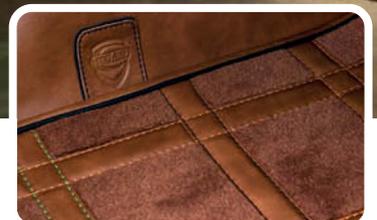
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